

SAILING DIRECTIONS
FOR THE
ISLAND
OF
NEWFOUNDLAND,
AND
COAST OF LABRADOR;
INCLUDING
THE STRAITS OF BELLE ISLE,
AND
BANKS OF NEWFOUNDLAND;
WITH
PARTICULAR DIRECTIONS

FOR THE SEVERAL
BAYS, HARBOURS, ROADSTEADS, ISLANDS, ROCKS, SHOALS, SANDS, &c.

COMPILED
FROM THE MOST RECENT AUTHORITIES,
By **WM. BLACHFORD, HYDROGRAPHER.**

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NEW FOUNDLAND

COAST OF LABRADOR

AND STRAITS OF BELLS ISLE

MAP OF NEW FOUNDLAND

LABRADOR DIRECTIO

FOR THE YEAR

1850

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THE NEW FOUNDLAND

BY W. W. BLACKFORD

LONDON

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CHARTWELL

TO THE NEW FOUNDLAND

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SAILING DIRECTIONS
FOR THE
ISLAND OF NEWFOUNDLAND,
AND
COAST OF LABRADOR.

NOTE.—THE BEARINGS AND COURSES ARE ALL BY COMPASS, AND THE SOUNDINGS ARE THOSE TAKEN AT LOW WATER. THE VARIATION AT ST. JOHN'S IS ABOUT 26° W.: IN BONAVISTA BAY AND NOTRE DAME 29° TO 30° : IN PLACENTIA BAY 21° ; AND AT CAPE RAY 22° TO 23° .

SECT. I.—EAST COAST OF NEWFOUNDLAND.

GENERAL REMARKS.

VESSELS bound to St. John's, Newfoundland, should endeavour to keep in about the parallel of about 46° N. and having reached the outer edge of the Great Bank, and having obtained soundings in the meridian of $48^{\circ} 30'$ or 49° W. should steer N. Westward for Cape Spear, in latitude $47^{\circ} 30' 53''$ N. longitude $52^{\circ} 35' 27''$ W. Between the Cape and St. John's are three bays; the first, called Cape Bay, lies between the Cape and Black Head; the second, Deadman's Bay, between the Head and Small Point; and the third, Freshwater, between Small Point and Fort Amherst. Further particulars respecting St. John's, will be found in a subsequent page.

Vessels bound to the Gulf of St. Lawrence should also endeavour to strike soundings on the Great Bank of Newfoundland, in the latitude of 46° and between the longitude of 49° and 52° : a N.W. by W. course will carry them clear of St. Peter's Island, and directly to the North Cape of the Island of Breton, making due allowance for the strong current which commonly sets S. by W. and S.S.W. 3 and 4 miles an hour.

In general a strong current sets in from the eastward along the western coast of Newfoundland, which, after passing Cape Pine, runs more towards St. Mary's and Placentia Bays: this current will

be felt at least 20 leagues to the S.W. of Cape Pine, and becomes more rapid as you approach the coast, its velocity being much increased as the wind may favour its direction, though at all times sufficiently strong to endanger the safety of a vessel approaching from the south or west in foggy weather, that may be ignorant of the circumstance. The danger arising from this current will be avoided by a constant use of the lead; do not approach Cape Race to the eastward in less than 35 fathoms, the ground being more of an inclined plane on the west than on the east coast, that depth will be found at a considerable distance, the ground being more broken, and the depth will increase so fast in your course from Cape St. Mary to avoid Cape Race, that you will find yourself when to the eastward of it in 50 fathoms, and will shortly after drop into 60 or 70 fathoms, where you may pursue whatever course you may think proper.

The winds being variable, there is little doubt but they produce many changes in the currents; shifts of wind to the southward of the island being so common that it often happens that, after blowing a gale from one point, it suddenly shifts to the opposite, continuing to blow with the same violence. One vessel may thus be lying-to in a heavy gale, while another 30 leagues distant might be in a similar situation with the wind in quite an opposite direction, a circumstance that has been known to happen.

The ISLAND OF NEWFOUNDLAND is, for the most part, a hilly and rugged country; its general features are unequal, but for the most part high and woody, while the interior rises up in lofty grandeur, and gives birth to numerous lakes and rivers: the hills are covered with snow nearly five months in the year, and the shores are subject to heavy fogs, accompanied by snow and sleet, the surrounding sky being usually darkened and overcast. The whole circuit of the island is indented with inlets and bays, many of which are extensive, commodious, and well sheltered, where vessels ride in perfect security; into these bays and harbours numerous rivulets continually run, which, besides the fine purity of their water, afford abundance of trout and other fish. Most of the harbours have complete anchorages, with clear and good channels into them, so that they can be navigated at all times without the assistance of a pilot; they are frequently situated so near to one another, that in many places they form a succession of harbours, but are not all inhabited. The principal towns belonging to the English are St. John, situated on the eastern side of the island, and Placentia on the southern side, both possessing excellent harbours; the interior of the country is but little explored, and so overgrown with pines, fir, and birch, that, except where the inhabitants have made roads, it is almost impassable. The eastern and southern parts of Newfoundland, from Cape St. John, in latitude $50^{\circ} 7' N.$ to Cape Ray, which latter may be considered to be the south western extremity of the island, properly belongs exclusively to England, while the western coast, from Cape Ray northward round Quirpon Island to Cape St. John, were ceded to France in 1713, and acknowledged and confirmed by treaty in 1814. The French, therefore, possess the right of fishing and drying their nets on the shores of Newfoundland within the above limits, and they also may fish in the Gulf of St. Lawrence, but not within the distance of 3 leagues from any of the coasts belonging to Great Britain. The small islands of

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St. Pierre and Miquelon were also given up to the French, on condition that no fortification shall be erected there, nor more than 50 soldiers kept up in the establishment.

It was agreed in 1818, that the vessels belonging to the United States should have, in common with the British subjects, the privilege of catching fish on the southern coast, between Cape Ray and the Ramea Islands, and on the western and northern coasts, from Cape Ray to the Quirpon Islands; also on the shores of the Magdalen Islands, and on the coasts, bays, harbours, and creeks of Labradore, from Mount Joli through the Straits of Belle Isle, and thence northward, indefinitely along the coast as heretofore, but without prejudice to the exclusive rights of the Hudson's Bay Company. And they also have the liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks, of the southern parts of Newfoundland and Labrador, but so long only as they shall remain unsettled.

BANKS OF NEWFOUNDLAND.—To the eastward, as well as to the southward of the Island of Newfoundland, are several extensive sand banks, abounding with fish of various kinds; in sounding, the bottom is commonly covered with great quantities of shells, and frequented by shoals of small fish, most of which serve as food for the cod; and these thrive so amazingly, and are so inconceivably numerous, that although many hundreds of vessels have been annually supplied with them for more than two centuries, yet such a prodigious consumption has not apparently diminished their numbers. The fishery is not confined only to the banks, but extends, in equal luxuriance, to the shores and harbours of Newfoundland, Nova Scotia, and Breton Island. The fish commonly are most abundant where the bottom is sandy, and the depth about 30 fathoms; where the bottom is of mud they are observed to be less numerous. In winter they appear to retire to the deep water, but in February, March, and April, they come again on the banks, and fatten rapidly.

THE GREAT BANK OF NEWFOUNDLAND is to the eastward of the island, and extends from about the latitude of 42° North to 50° or upwards, but recent observations seem to prove that its southern extent does not exceed the parallel of $42^{\circ} 50'$ N.; its form, like those of the other banks, is irregular, and not easily ascertained or defined; but about the latitude of 45° , its breadth, including the Jaquet and Whale Banks, is nearly 4 degrees; to the northward and southward it narrows almost to a point, and seems insensibly to drop into fathomless water. The Jaquet and Whale Banks may be considered parts of the Great Bank, being only divided from it by channels of somewhat deeper water. The Jaquet lies to the eastward, and has 55 fathoms upon it; its edge is very steep; between it and the edge of the Great Bank are 112, 120, and 160 fathoms. On entering upon the Great Bank, soundings rise from 60 to 30, 37, 44, 45, and 60 fathoms; towards the Whale Banks, 55 and 60 fathoms; between the Great Bank and the Whale Bank are 72, 75, and 80 fathoms; and upon the Whale Bank, 50, 45, 55, and 60 fathoms, from which you again drop into 100 and 200 fathoms, no ground. On the western side of the Great Bank, and to the southward of the Island of Newfoundland and Nova Scotia, a chain of banks extend almost 2 degrees from the land, these are called the Green Bank, Banquereau, Sable Island Bank, &c.; all these have soundings over them of various

depths, from 20 to 70 fathoms, admirably situated, in dark weather, to warn the mariner of his approach towards the land.

The *Outer False Bank*, or *Flemish Cap*, lies two degrees to the eastward of the edge of the Great Bank, in latitude $46^{\circ} 50'$, and longitude 45° ; its length is supposed to be about 90 miles, and breadth 50 miles; on it are from 100 to 158 fathoms; between it and the eastern edge of the Great Bank is much deeper water, the bottom being very fine sand and ouze, which will hardly stick to the lead; as you enter upon the Great Bank you will have fine whitish sand, speckled black. Should you make the bank in this latitude, between 46° and 47° , you must be very careful to avoid being drifted upon the Cape Race, or Virgin Rocks. These rocks were surveyed by Captain BISHOP, of H.M. brig *Manley*, and Mr. ROSE, Master, R.N. commanding the cutter *Inspector*, both of whom, after a second attempt in which they were successful, returned to St. John's in July, 1829. The bank on which the shoal is situated extends E. by N. and W. by S. $4\frac{1}{2}$ miles, its broadest part $2\frac{1}{2}$ miles; the soundings are regular from 28 to 30 fathoms, deepening suddenly on the outer edge to 39 and 42 fathoms. The rocks are in latitude $46^{\circ} 26' 33''$ N., longitude $50^{\circ} 56' 35''$ W., extending in an irregular chain S.W. by W. and N.E. by E. 800 yards, varying from 200 to 300 in breadth. The least depth of water is on a white rock in $4\frac{1}{2}$ fathoms, with 5 to $6\frac{1}{2}$ fathoms all around it, the bottom distinctly visible; towards the extremities of the shoal are several detached rocks of from 7 to 9 fathoms, with deep water between, and a current setting over them W.S.W. 1 mile an hour, with a confused heavy swell. The Banks of Newfoundland are frequently enveloped in most horrid fogs, which, from the middle of Spring to December, have been known to last 8 and 10 days successively; at such times they are often so thick that you will not be able to see any object at 10 fathoms distance; a continual drizzling rain is dropping from your sails and rigging, a general calm prevails, and sometimes attended with a considerable swell of the sea, so that you are constantly in fear of running foul of some vessels, or being drifted by the currents upon some danger, which, from a total inability of discovering, you will have great difficulty to avoid. The currents which surround the island are frequently so violent and so irregular, sometimes driving towards the shore and sometimes towards the sea, that the greatest caution will always be found necessary, while the known current coming from the northern regions sweeps along the shores of Labradore, and, in the spring, detaches immense ice-bérge, which float to the southward, and become exceedingly dangerous, especially in foggy weather; some of these masses will frequently be grounded in 40 and 50 fathoms water, and others will be met with further out to seaward, at the distance of 125 or 130 leagues from the land; fortunately these formidable objects may generally be discovered, even in dark weather, by a white and bright appearance of the sky above them, and also by the roar of the waters breaking against them, they also may be apprehended by the intense coldness they diffuse to a great distance around them; they continue and are usually met with as late as June, July, and August. Your approach towards the banks may be known by the numerous sea fowls which will attend you, as roches, malimauks, and divers; these latter are seldom found more than 30 leagues off the banks, but malimauks

and others are occasionally seen all across the Atlantic, but in the vicinity of the banks they become numerous. The great fishery begins in May, and continues to the latter end of September.

CAPE RACE TO CAPE ST. FRANCIS.

CAPE RACE is the south-east point of Newfoundland, lying in latitude $46^{\circ} 40' N.$, and longitude $53^{\circ} 3' W.$: it is table land of moderate height.

From Cape Race to Cape Ballard, the course is N. by E. distant 8 miles: nearly 1 mile to the southward of Cape Ballard, lies a high black head, called Chain Cove Head; between the points is a cove; and to the westward of Chain Cove Head, lies Chain Cove, before which lies a black rock above water.

NEW BANK.—E.S.E. from Cape Race, and to the southward of Cape Ballard, lies a fishing bank, called New Bank, about 5 miles long, and nearly 2 miles broad; on it is from 17 to 25 fathoms water.

RENOWES.—From Cape Ballard to Renowes Rocks, the course is N.E. $\frac{1}{2}$ N. distance $\frac{2}{3}$ of a league. These rocks are small, of a moderate height, and lie 1 mile from the main land, and are bold-to. The Harbour of Renowes is distant $2\frac{1}{2}$ miles; it is but a small place, and has not above 15 or 16 feet at low water: the harbour is indifferent, having several rocks in the entrance, and the south east winds heave in a very great sea; to sail into it you must keep the north shore on board.

FERMOUSE HARBOUR lies about $2\frac{1}{2}$ miles from Renowes: between these harbours lies Bear's Cove, off of which lies a sunken rock, about a cable's length from the shore. Fermouse is an exceeding good harbour, there being no danger in sailing into it. The entrance is not more than a cable's length wide: just within the entrance, on the north shore, is a small cove, in which a fishery is carried on; but no safe place for anchoring. About one quarter of a mile farther in, on the same side, lies another cove, called Admiral's Cove. In this cove the merchants' ships generally ride in 7 or 8 fathoms water, land locked. About 1 mile farther up the harbour is a cove, called Vice Admiral's Cove. On the south side is the best anchorage for large ships, in 12 or 15 fathoms water, muddy ground: here you will be handy for wooding and watering. Farther up, on the same side, lies a cove, called Sheep's Head Cove. Directly off this cove, near the middle of the passage, up the harbour, lies a shoal, on which is only 9 feet water; this is the only danger in this harbour.

Bald Head lies N.E. by E. nearly 1 mile from Fermouse Harbour, and from Bald Head to Black Head, the course is N. by E. 1 mile.

AQUA FORT HARBOUR.—From Black Head to the entrance into the harbour of Aqua Fort, the course is N. by W. 1 mile nearly; in the entrance is a high rock above water. The passage into the harbour is to the northward of this rock, in which you have 15 fathoms water. This harbour lies in west about 3 miles; at about $2\frac{1}{2}$ miles from the entrance it is very narrow, where you have 4 fathoms water; but just within the narrows, on the north shore, is a small cove, in which you will have 7 fathoms water: this is a good place for vessels to heave down, the shore being steep. To sail up through the narrows, take care to give the stony beach on the north shore, without the nar-

rows, a birth, it being a shoal along that beach, except at the point of the narrows, which is bold-to.

FERRYLAND HARBOUR.—Ferryland Head lies E. $\frac{1}{2}$ S. distant 2 miles from Aqua Fort, and N. E. $\frac{1}{2}$ E. distant $3\frac{1}{2}$ miles from Fer-mouse. Ferryland Head is moderately high, having two high rocks above water, lying close off the head, called the Hare's Ears. This head is not easily distinguished, by reason of the main land within it being much higher. The entrance into Ferryland Harbour lies to the northward of Ferryland Head, between it and Isle Bois, and is little more than half a cable's length wide; but after you are within Isle Bois, it is better than a quarter of a mile wide, and tolerable good anchorage in 8 or 10 fathoms water; but the north-east winds heave in a very great sea over the low rocks that run from Isle Bois to the main.

From Isle Bois to Goose Island, the course is N. E. by N. $\frac{1}{2}$ N. distant half a mile; and from Goose Island to Stone Island, the course is N. 5° W. distance half a mile.

CAPLIN BAY, runs in N.W. by N. $2\frac{1}{2}$ miles from Goose Island: it is tolerably good, having a safe passage into it on either side of Goose Island. To the northward of Goose Island, between it and Stone Islands, there is not the least danger, the island being bold-to. If you pass to the southward of Goose Island, between it and Isle Bois, be sure to keep the point of Ferryland Head open to the eastward of Isle Bois, in order to avoid a sunken rock, on which is only 2 fathoms water, and lies nearly midway between Goose Island and Cold East Point; after you are within this rock, there is not the least danger in sailing up the bay. The best anchorage is abreast of a cove on the larboard hand, about half a mile within Scogin's Head, in 16 or 17 fathoms water.

From the Hare's Ears, off Ferryland Head, to **CAPE BROYLE**, the course is N. by E. $\frac{1}{2}$ E. $2\frac{1}{2}$ miles. This cape is high table land, and makes in a saddle, either from the northward or southward. From the north part of the cape, E.S.E. three quarters of a mile, lies a small rock, called Old Harry, on which is only 3 fathoms water; but between it and the main is upwards of 20 fathoms water. About three-quarters of a mile to the N.E. of the north part of Cape Broyle lies a ledge of rocks, called Horse Rocks, on which you have from 7 to 14 fathoms water: in bad weather the sea breaks very high on these rocks. The mark for these rocks is a white house on Ferryland Downs open with Stone Islands, and the head of Cape Broyle Harbour open will carry you on them.

CAPE BROYLE HARBOUR.—From the north part of Cape Broyle to the south part of Brigus Head, the course is N.W. by N. distance $1\frac{1}{2}$ mile. These points form the entrance into Cape Broyle Harbour, which runs $3\frac{1}{2}$ miles up. About $1\frac{1}{2}$ mile within the entrance on the north shore is a cove, called Admiral's Cove, in which you may anchor in about 12 fathoms water, good ground; but here you will lay open to the south east. The best anchorage is above the Narrows, in about 7 fathoms water: the only danger in sailing up the harbour is a ledge, called Saturday's Ledge, and lies about a cable and a half's length without the Narrows on the north shore: if you are coming in from the northward, keep the Saddle on Brigus Head open with the point of Admiral's Cove, it will carry you clear off this

ledge. After you are above the Narrows, you may anchor in about 7 fathoms water, good ground; here you will be very handy for wooding and watering.

Baraus by South is a small harbour, only fit for boats, and lies close to the northward of Brigus Head.

Cape Neddick lies $4\frac{1}{2}$ miles from Cape Broyle, and $7\frac{1}{2}$ miles from the Hare's Ears off Ferryland. This cape is table land, of a moderate height, and steep towards the sea. From Cape Neddick to Baline Head, the course is N.E. distance $1\frac{1}{2}$ mile. Baline Cove is about one quarter of a mile to the northward of Baline Head; this is but a small cove, fit only for boats. From Cape Neddick to the outer point of Great Island, the course is E.N.E. $\frac{1}{2}$ N. distance $2\frac{1}{2}$ miles. This island is about half a mile in length, and of a moderate height.

From Baline Head to Spear Isle, the course is N.N.E. $\frac{1}{2}$ E. distance 1 mile. Nearly within this island a fishery is carried on, but no safe anchorage, the bottom being rocky. Toad's Cove is about 1 mile to the northward of Spear Isle, and is only fit for boats. About $1\frac{1}{2}$ mile from Spear Isle, lies the south point of Momable's Bay, called Tinker's Point; from this point to the north point of the said bay, being the south point of Witless Bay, the course is N.E. by E. distance $1\frac{1}{2}$ mile. Momable's Bay is an open bay, about 1 mile deep.

Green Island is a small round island, about three quarters of a mile from the south point of Witless Bay. From this point lies a ledge of rocks, about one-third of the distance over to Green Island.

The south point of Gull Island lies about three quarters of a mile to the northward of Green Island, and is about 1 mile long, and a quarter of a mile broad, and is pretty high land.

WITLESS BAY runs in about 2 miles from Gull Island: in it is a moderate depth of water, good ground, but open to the sea. About half way up, on the north shore, lies a ledge of rocks; part of these rocks show above water at about half tide.

BAY OF BULLS.—One mile and a quarter to the northward of Gull Island, lies the south point of the entrance into the Bay of Bulls; from this point to the north point of the said bay, called Bull Head, the course is E.N.E. $\frac{1}{2}$ E. distance 1 mile. The best anchorage in this bay for large vessels, is about half a mile from the head, in about 14 fathoms water; but small vessels may anchor higher up, and moor to the north shore, and will then lie land locked. The only dangers in this harbour are a small rock off Bread and Cheese Point, but is not above 20 yards off, and a rock, on which is 9 feet water, lying off Magotty Cove, about half a cable's length off shore.

From Bull's Head to the south point of Petty Harbour, the course is N.E. distance $8\frac{1}{2}$ miles; from this point runs a ledge of rocks for about a quarter of a mile.

PETTY HARBOUR.—From the south point of Petty Harbour to the north point, the distance is $2\frac{1}{2}$ miles. Between those points lies Petty Harbour Bay, which runs in about 2 miles; at the bottom is a small cove, where a fishery is carried on.

CAPE SPEAR.—From the north point of Petty Harbour to Cape Spear, the course is N.E. distance $2\frac{1}{2}$ miles. This point is rather low and ragged, and may be known by the land to the northward trending away to the N.W.

ST. JOHN'S HARBOUR.—This is the capital of the island,

being the seat of Government; and although its entrance is narrow, its harbour is excellent, and its situation readily known, both by the Blockhouse built on Signal Hill, at the north side, and Fort Amherst, on its south head, or point of entrance. The channel, from point to point, is only 360 fathoms wide; but it gets wider just within the points than between them, decreasing again as you approach the Chain Rock, for, from the latter to the Pancake Rock, the distance is only 95 fathoms; these are rocks both being above water and steep to: Chain is the northern rock, and Pancake Rock lies on the south side of the channel.

In approaching the harbour of St. John's with a large ship, care must be taken to avoid the Vestal Rock, which lies about 50 fathoms off the southern, or Fort Amherst Point; over this rock are 25 feet water: the marks for it are Fort William, or the Old Garrison, just open of the south head; and the outer Wash Ball Rock, open to the eastward of the Cuckold's Head: these latter rocks lie close to the northern point of the harbour, and are always above water, being steep to, and therefore not dangerous. The course in is N.W. by W. the shores continuing bold until you get near to the Pancake, then give the south side a small berth, continue the same course, or rather more inclined to the westward, keeping Fort Amherst Flagstaff open to the northward of Frederick's Battery Flagstaff; you will, by these means, avoid the Prosser, a rock on the larboard side, running off the end of another rock, formed like a saddle, with 18 feet water in the hollow, and only 5 feet on its outside; yet it is steep-to, having not less than 5 fathoms close to it; so soon as you are within, and have passed the Prosser Rocks, you may steer up as you please, both shores being clear of dangers, and anchor in from 4 to 10 fathoms water, on a bottom of mud, and lying quite land locked.

The winds from the S.W. to the southward, as far as N.E. by E. blow in, all other directions of the wind either baffle or blow out of the Narrows; with the latter winds you must warp in, for the convenience of doing which rings are fixed in the rocks on each side: the anchorage within the Narrows has from 10 to 16 fathoms, and a little before you enter the Narrows there are 20 fathoms.

The tides rise 6, 7, and 8 feet, but very irregular, being much influenced by the winds; and the variation is about two points west.

A stranger to the coast should be careful not to mistake Kitty Vitty, a small place, fit only for boats, lying about 1 mile to the northward of St. John's, for St. John's itself; at a distance it has the appearance of a good harbour; he will therefore observe, that at Kitty Vitty's south side is a round hill, shaped like a haycock, standing upon Cuckold's Head; while St. John's Harbour may be distinguished by Fort Amherst, which appears white, and by the flagstaves on the hill, over the north point of entrance; these will sufficiently denote the right entrance.

About 1 mile from Cuckold's Point, is a small point or projection of the land; and 2 miles further is Sugar Loaf Point, tapering upward, and much resembling a sugar loaf. One league further is Red Head, between Sugar Loaf Point and which is Logy Bay.

TORBAY.—One mile and a half from Red Head, is the south point of Torbay, which is somewhat lower than the others. From this point to Green Cove, the customary place where vessels anchor, the

course is W.N.W. about 2 miles, where you may ride in 14 and 12 fathoms, but it is much exposed to seaward. This bay is large, being full a league in extent; from off its northern point is a flat rock, where the sea breaks; a heavy swell sets from the eastward into the bay, so that it is not a good place to lie in.

From Flat Rock Point, which is low dark land, the coast runs northerly to Red Head, a distance of 2 miles; and from thence to Black Head, N. by E. 2 miles more; the latter bearing north, distant $6\frac{1}{2}$ miles from Torbay South Point.

CAPE ST. FRANCIS.—From Black Head to Cape St. Francis, the course is N.N.W. distant 1 league. Cape St. Francis has a white appearance, and is itself low, but above it the land rises high. A little south of the cape is Shoe Cove, a place used in bad weather for splitting and salting their fish. Off the cove there is good fishing, and with northerly, westerly, and southerly winds, you will lie safe within the cove.

About $1\frac{1}{2}$ mile to the eastward of Cape St. Francis, in a triangular position, lie some sunken rocks, called the Brandys, on which the sea generally breaks: there is a channel between them and the cape, but too dangerous to be made use of, while the rocks add to the safety of Shoe Cove. Another small cove, to the northward of the cape, may be used with the wind off shore.

CONCEPTION BAY.

From Cape St. Francis, the southern point of Conception Bay, to Bacalieu Island, the northern boundary of the entrance, the course and distance is N.N.E. 18 miles; this bay is very extensive, running to the south-westward, and contains many smaller bays and inlets, of which we proceed to give a more minute description. Bacalieu Island is high land, and is $3\frac{1}{2}$ miles in length from north to south, about $1\frac{1}{2}$ broad, and lies about the latter distance from the main: nearly midway between its south point and Split Point lies a small rock, on which are 6 fathoms water, and on which the sea breaks very high in blowing weather, but the water is deep around it.

BELLE ISLE.—Four leagues S.W. by W. from Cape St. Francis is Belle Isle, which is $5\frac{1}{2}$ miles in length, and about 2 miles wide; this island is lofty, its eastern side is near 3 miles off the main, and there is on this side a beach, to the southward of which is good anchorage in 30 fathoms, sandy ground: a league further, near the south part of the island, is also tolerable anchorage in from 15 to 30 fathoms. At the south end of the island is a small cove, called Lance Cove, where fishing vessels sometimes resort to, and find good shelter for 5 or 6 vessels. One mile from the south part of the island lies a rock, over which is $2\frac{1}{2}$ fathoms water. Two miles S. by W. from Lance Cove, lies a small low island, called Little Belle Isle, W.S.W. of which, distant $1\frac{1}{2}$ mile, is Kelly's Island, of middling height, and about three quarters of a mile in length.

From Cape St. Francis to Bay Verde Head, the course is N. by E. nearly 6 leagues. This is high and round, and is easily known by the island Bacalieu, and Split Point within the island on the main: these three heads show very bluff, and very like one another when seen from the southward.

BAY VERDE, where the ships lie, is about half a mile to the westward of the head; the entrance is not above a cable's length across, and the ships lie in 5 fathoms water about half a cable's length from the head of the bay, with one anchor out a-stern, and the other cable fast on shore a-head; there is room only for 7 or 8 ships to lie, even in this manner; and it is a dangerous place with south-westerly winds, which blow right into it.

From Bay Verde Head to Flambro Head is W.S.W. $\frac{1}{2}$ W. about $4\frac{1}{2}$ miles: this head is black and steep, but there is no place of shelter near it except with off-shore winds. About 2 leagues higher up the bay is a small cove, called Island Cove.

From the south point of Bacalieu Island to Northern Bay, is W.S.W. $5\frac{1}{2}$ leagues; it lies entirely open to the S.E. winds, and there is no safe anchorage in it.

GREEN, or WESTERN BAY, lies S.W. $\frac{1}{2}$ W. $4\frac{1}{2}$ leagues from Bay Verde, and N.W. 13 miles from Cape St. Francis. In the entrance of this bay is very good anchorage in 15 or 16 fathoms water, taking care not to go too far into the bay, lest the wind should come to the eastward, as it lies entirely open to the sea.

From Green Bay Point to Broad Cove Head, the distance is about $3\frac{1}{2}$ miles: off Broad Cove and along shore about 1 mile to the northward, is anchorage in 10 to 15 fathoms water.

SALMON COVE HEAD is about 5 miles S.W. by W. from Broad Cove Head; this is a remarkable high steep head, but the cove affords shelter for boats only.

CARBONIERE.—From Salmon Cove to Carboniere, the course is W.S.W. 6 miles. The island lies 1 mile from shore: its south end is low. The harbour is about 1 mile wide, bold to the shore on both sides; as is the island, excepting its S.W. end, where there are some rocks under water. On the main opposite Carboniere Island are two coves, namely, Clown's Cove, and Croker's Cove, off which are several rocks both above and under water; therefore, in sailing or working in or out of Carboniere, give the rocks a small berth, and after you are up with Otterbury Point, you may stand close over on either shore till you come near the head of the harbour. You may anchor in what depth you please in from 5 to 10 fathoms, but the ground is indifferent, being in some parts rocky. The passage to the southward of Carboniere Island is not safe, being very narrow, by reason of some sunken rocks which extend both from the island and the point.

MOSQUITO COVE lies to the southward of Otterbury Point, between it and the entrance of Harbour Grace; in it is good anchorage on clean ground.

HARBOUR GRACE.—The entrance of Harbour Grace is 1 league to the southward of Carboniere Island; the harbour is an exceeding good one, having from 9 to 6 fathoms water, good bottom, where you may lie land-locked. To sail into it you must pass to the northward of Harbour Grace Islands, between them and Carboniere Island, as the ground is all foul and dangerous, between the former and the Feather Point. There is no danger in sailing into the harbour till you are within the Salvage Rock: thence to the Admiral's Beach is shoal all along the west shore: and on the east shore, about $1\frac{1}{2}$ mile above the Feather Point, beginneth a shoal called the Bar, which stretches over toward the west side nearly two-thirds of the distance; it

is narrow, and hath in some places only 8 or 10 feet water. On the west side nearly opposite the Point of the Bar, at a small distance from the shore, stands a house on which is a cupola, now a chapel; at the back of which chapel are three land-marks for turning in by. The leading mark for sailing into the harbour, is to keep the high point of the main without Long Harry just open to the eastward of Long Harry; you will then sail in the deepest water, and will not have less than 22 feet water; this mark will carry you quite up the harbour clear of all danger.

To turn into the harbour, after you are within Salvage Rock, come no nearer the west shore than just to open a passage on the west side of Long Harry, but you may stand close over to the east side, till you get so far in as to bring the westernmost land-mark on with the cupola of the chapel; you will then be up with the north side of the Bar, and must take care not to open these marks, if the mark in the cove at Ship's Head is open with the mark on the point of Admiral's Beach; but if you can bring the westernmost land-mark at the back of the chapel on with the cupola, before the mark in the cove at Ship's Head is on with the mark at the point of Admiral's Beach, you will then be in the Narrows, and must take care not to stand farther over to the eastward than to bring those marks in one; and continue turning with these marks, both to the eastward and westward, as before directed, till you bring the easternmost land-mark at the back of the chapel on with the cupola; then you will be within the bar, and may stand well over to the eastward: the middle mark at the back of the chapel, on with the cupola, and the mark in the cove at Ship's Head, just on with the mark on Admiral's Beach, will point out the shoal part of the bar.

BRYANT'S COVE.—About 2 miles S.W. by S. from the Feather Point is Bryant's Cove, fit for boats only; a rock lies in the middle of the entrance, on each side of which are 4 or 5 fathoms water.

From Harbour Grace Islands to the entrance of SPANIARD'S BAY, the distance is about 2 leagues. This bay is about 1 mile wide, and 4 miles deep; there is anchorage near its head in 7 or 8 fathoms water, but it is open to S.E. winds.

BAY ROBERTS is separated from Spaniard's Bay by a narrow neck of land. About 1 mile from the entrance on the starboard side, is an island of a tolerable height, between which and the main vessels may anchor, but the ground is bad; and there are two sunken rocks within it, one lying near the inner side of the island, and the other above the island near the main. Two miles above the island on the same side is the north-west arm, in which is excellent anchorage in 3 or 6 fathoms water, on a muddy bottom; but be sure in sailing in to give the south point a good berth, in order to avoid some sunken rocks which lie off it: on the starboard shore it is shoal also near half a cable's length off.

From Bay Roberts Point to Burnt Head, the distance is $2\frac{1}{4}$ miles. Between is the entrance of Port Grave Bay, which runs up from the former above 5 miles south-westward. About 1 mile above Bay Roberts Point is Blow-me-down Head, remarkable by being higher than the land near it; and about half a mile to the south-westward of it is Ship Cove, where small ships may lie in 4 or 5 fathoms water, moored head and stern, with the S.W. anchor in 22 fathoms water, about a cable and a quarter's length from the ship.

PORT GRAVE.—Port Grave is about three quarters of a mile to the westward of Ship Cove; within the islands the water is shallow, fit only for boats; but about one-third of a mile without them is anchorage in 20 to 25 fathoms water; but quite exposed to south-easterly winds.

CUPID'S COVE lies on the south side of Port Grave Bay, about $1\frac{1}{2}$ mile from Burnt Head; in it is good anchorage in 5 or 6 fathoms water; there is room for 2 or 3 ships to lie at their anchors, land-locked, and the north side is so bold that ships lie alongside the rocks, and take in their cargoes. The land on the north side of the entrance is remarkably high, and thence called Spectacle Head.

Port Grave Bay runs about 2 miles up above Spectacle Head, is about a mile wide, and the soundings are gradual on both sides, and to the head, where there are conveniences for ship-building.

BRIGUS.—From Burnt Head to Brigus Head is S.S.W. 2 miles. Brigus runs in from this head W.S.W. $1\frac{1}{4}$ mile; in it is anchorage in 10 or 15 fathoms water, but it is entirely open. At the head on the south side is an island, within which small vessels may anchor in 3 or 4 fathoms water, but must moor to the shores, where they will be secure from all winds.

COLLIER'S BAY lieth about $2\frac{1}{2}$ miles S.S.W. from Brigus: it runs in 2 leagues nearly; about $1\frac{1}{2}$ mile from the entrance lies a sunken rock near mid-channel, on either side of which is a safe passage up the bay: this rock shows at three-fourths ebb. Two and a half miles from the entrance, on the east side, is anchorage in about 10 fathoms water before a cove; small vessels may haul into the cove, and lie in 3 or 4 fathoms water. About $1\frac{1}{2}$ mile higher up on the same side is another cove, but no anchorage in it, being shoal and full of sunken rocks. Near the head of the bay is very good anchorage in 9 or 10 fathoms water.

SALMON COVE lies about 1 league from Collier's Bay to the east. The entrance is about 1 mile wide, and runneth to the S.W. about $2\frac{1}{2}$ miles, then divideth into two arms, one running to the westward 1 mile nearly, and the other to the southward $1\frac{1}{2}$ mile; in either of these arms is very good anchorage, but the best is in the southern arm from 5 to 10 fathoms water; no danger in going into it. To sail into the N.W. arm, keep a rock above water off the point on the larboard hand, going in, well on board, in order to avoid a sunken rock that lieth nearly opposite, a small distance from the starboard shore; there is a passage on either side this rock, but to the southward is by far the widest.

HARBOUR MAIN lieth about 1 mile from the east point of Salmon Cove; is about half a mile wide and $1\frac{1}{2}$ mile deep; near the head is anchorage in 7 to 10 fathoms water, but is entirely open.

HOLY ROOD is about $1\frac{1}{2}$ mile from Harbour Main, and runneth in about $3\frac{1}{4}$ miles. In a cove on the west side near the head is very good anchorage in 10 or 12 fathoms water, and sufficient room to moor.

Near the south part of Belle Island, and about 1 league from Grand Beach, lieth Lance Cove, off which, and between it and Little Belle Isle, is tolerable good anchorage, from 15 to 30 fathoms water, sandy bottom. About 1 mile from the south part of the island lieth a sunken rock, on which is about $2\frac{1}{2}$ fathoms water.

Two miles S. by E. from Lance Cove lies Little Belle Isle, which

is low, and about half a mile in length. Kelly's Island lies about half a mile to the S.W. of Little Belle Isle, and about 2 miles from the point of Topsail Heads: this island is about three quarters of a mile in length, and of a moderate height. On the main within Belle Isle lieth PORTUGAL COVE, in which is no safe anchorage.

TRINITY BAY.

This extensive bay, between Bacalieu Island on the S.E. and Trinity Harbour on the S.W. is 7 leagues in breadth, and is about 20 leagues in depth; the south point of entrance westward of Bacalieu is called the Point of Grates. The next point is Break-heart Point, between which there is a small bay where boats may lie with off-shore winds: there is a ledge of rocks, but they are above water. The course from Break-heart Point to Sherwick Point, going into Old Perlican, is S.W. by W. 5 or 6 miles. Scurvy Island lies some distance from shore, to the southward of Break-heart Point; between it and Sherwick the coast falls in a pretty deep bay, winding S.S.E. three quarters of a mile.

OLD PERLICAN.—Sherwick Point, off which is a rock above water, form the northern Point of Old Perlican; vessels cannot go between the island and point, although the passage appears good and open, because the ground is altogether foul and rocky; always, therefore, run in to the southward of the island, and when you have passed it, anchor in 4 or 5 fathoms; this cannot be considered a good harbour as the ground is bad for holding, and with the wind at N.W. you will be obliged to buoy your cables.

From Old Perlican to Salvage Point the course is W. $\frac{1}{2}$ N. distant 5 miles; Salvage Point requires a good berth, having a reef of rocks running out from it; the point itself is low. Seven miles further W. by S. is Hants Head: the harbour, which is one mile to the eastward, is fit for small craft only: two miles off which is Hants Harbour Rock, over which the sea generally breaks; bring King's Head open of the Sugar Loaf, and you will clear it to the northward. Two miles further is King's Head, and from King's Head to the Sugar Loaf the course and distance is S.W. $\frac{1}{2}$ W. about 3 miles. Eastward of the Sugar Loaf is Sillee Cove, fit only for boats, and unsafe for vessels.

NEW PERLICAN.—From the Sugar Loaf to the north point of the entrance of New Perlican, the bearing is S.W. $\frac{1}{2}$ W., distance 2 miles; and 1 mile further is the harbour, small but tolerably good, within which you may ride land-locked in from 5 to 10 fathoms: the shores are bold-to, and free from danger; the entrance is nearly 2 miles wide, being bounded by Smutty Nose Point on the east, and Gorlob Point on the West: but as you advance the harbour becomes narrower, so that at the anchorage it will scarcely be half a mile broad.

Three miles from New Perlican is HEART'S CONTENT, a good harbour fit for any ship, with excellent anchorage toward the north shore, in from 8 to 12 fathoms water. One league further is HEART'S DESIRE, fit for boats only; and $3\frac{1}{2}$ miles beyond that is HEART'S DELIGHT, another cove, adapted for small craft only.

WITLESS BAY.—From Heart's Delight, about 3 miles, is Long Point, projecting considerably into the bay, and a league further is

Witless Bay, by no means a place of safety, being too much exposed, and the bottom rocky; between Long Point and Witless Bay are two small islands, which you leave on your larboard side. One mile from Witless Bay is Green Harbour, where vessels may anchor in from 7 to 10 fathoms; three miles further is Hope-all-a-head; 2 miles beyond which is New Harbour, a place of shoal water, and only fit for boats.

DILDO HARBOUR.—Two and a half miles from New Harbour is Dildo Harbour, within which is very good anchorage, in a cove, at the northern side of the entrance, in from 10 to 20 fathoms water, good clean ground. Three miles from thence is Chapel Bay, the mouth of which is a mile broad, and the bay about 3 miles deep: here, behind a small island about 2 miles in, is good anchorage, in from 8 to 12 fathoms.

COLLIER'S BAY is about 5 miles to the northward, very similar, and running nearly in the same direction to Chapel Bay; 7 miles further is the Point of Tickle Harbour Bay, which runs inward, in a southerly direction, full 8 miles; there is no danger in the way, and though little frequented the anchorage is safe.

THE BAY OF BULLS, running in a N.N. Westerly direction to within 2 miles of Chance River, in Placentia Bay; there is very good anchorage in various parts of this bay, in 12 and 10 fathoms water, particularly on the western side, in a cove, about $1\frac{1}{2}$ mile from the entrance, with from 10 to 15 fathoms, sandy ground; to the N.E. is Bull Island, and 5 miles further Copper Island: both these lie very near the shore.

DEER HARBOUR is an extensive place, and has good anchorage, but barred with many shoals; the first lies midway between Tickle Point and Deer Island, having 6 fathoms on its shallowest part, and therefore not dangerous; but one third of a mile further in, is a bank with only 2 and $2\frac{1}{2}$ fathoms water; bring the point of the N.E. cove open of Shallop Cove Point, and you will go clear to the westward in 7 fathoms water. There is also another shoal lying off the point on the outside of Shallop Cove, on which are $2\frac{1}{2}$ fathoms, this will be avoided by just opening the point of Deer Island with the first point on the main, within Deer Island; and after you have passed Harbour Island you may anchor on good ground, in from 10 to 26 fathoms. The entrance of Deer Harbour bears from the north point of Bacalieu Island, W. & S. distant about 13 leagues.

JONES'S HARBOUR is full $2\frac{1}{2}$ miles N.E. from the entrance to Deer Harbour, the mouth of which is not above a quarter of a mile wide, and the channel in is, in several parts, still less: it runs in $2\frac{1}{2}$ or 3 miles, and has good anchorage in from 5 to 24 fathoms water. To the southward is a high and steep island, called Jones Island; about 4 miles from which is Bald Head; and 2 miles further Ganny Cove, its entrance is confined, being not more than a quarter of a mile wide; there is, nevertheless, good riding within it in 10, 12 and 15 fathoms; about a cable's length off the north shore, just at the entrance, lies a sunken rock, and about a mile S.S.E. from the south point of Long Island, is another rock, by some called White Island, just appearing above water; this rock bears S.W. from Random South Head.

RANDOM NORTH HEAD lies W. by N. distant $9\frac{1}{2}$ leagues from the north end of Bacalieu Island, and about $4\frac{1}{2}$ leagues N. by W. from New Perlican. Random Sound lies to the westward, and compre-

hends several arms and harbours; thus Random and Smith's Sounds unite and form Random Island, the channels being narrow, long, and circuitous; at the junction of the two sounds is a small island with a bar of only 2 fathoms water, the passage being not a mile broad. The Bonaventure Planters here collect furs.

About 3 leagues from Random North Head lies Hickman's Harbour, where you will find good anchorage in 15 fathoms. Random North Head bears from Random South Head N.E. $\frac{1}{2}$ E. distant 3 miles. When you are within the entrance of Random Sound there is a branch runs in toward the south-west, about 1 mile within which is Fox Cove, fit for boats, and 2 miles further Little Heart's Ease, a similar cove running in a quarter of a mile, then dividing into 2 branches, the western one has 4 and 5 fathoms within it, but the eastern branch is shallow and adapted for boats only. There is also an anchorage 2 miles further, on the same side, in a cove with an island before it, with 8 fathoms, and not far from this is another cove on the northern side, where a vessel may ride in 7 fathoms.

SMITH'S SOUND has generally deep water, and is in most places 1 mile wide, until you get near the Head. Shut-in Harbour is on the starboard side, it is nearly at the entrance, and has no safe anchorage, the ground being rocky; 3 miles further up is Pope's Harbour, this also is encumbered with rocks, a shoal lying near the middle of it, the direction of the channel is westward about $7\frac{1}{4}$ leagues. To the eastward of Random Island are Duck and Green Islands, both lying a considerable distance from the main; the latter is high, and may be seen so far as Trinity Harbour, it bears from Bonaventure Head S.W. $\frac{1}{2}$ S. distant about 6 miles; and Bonaventure Head bears from the entrance of Smith's Sound E.N.E. $\frac{1}{2}$ E. distant 5 miles. To the north-westward of Green Island is Anthony Island and Ireland's Eye; the latter is $3\frac{1}{2}$ miles in length, and lies in a S.W. and N.E. direction, making the larboard side of the entrance to Smith's Sound. The northern point of Ireland's Eye bears from Bonaventure Head nearly S.W. distant $5\frac{1}{2}$ miles.

RYDER'S HARBOUR is a small place of anchorage formed by a little island near the main, and bearing from Green Island S.E. $\frac{1}{2}$ E. distant 4 miles, the passage to it is round the west end of the point, off which are some scattered rocks, both above and under water; within this harbour are 3 fathoms water, and about a quarter of a mile from Ryder's Island the N.W. arm branches off, running westward 1 mile, and being about a quarter of a mile wide; here are 7 fathoms and good anchorage. From Bonaventure Head to Port Bonaventure is 2 miles, but when you are a mile off, and to the southward of the head, the harbour to the Admiral's Stage will lie about N. by W.

PORT BONAVENTURE.—The best entrance to Port Bonaventure is between two small Islands, but you may go on either side of them in 3 and 4 fathoms water; with a leading wind there will be little danger, and when you are within, and have passed these islands, anchor in 4 and 5 fathoms; southerly winds here send in a very heavy sea; there is, however, a secure place for boats within a point behind the Admiral's Stage, appearing like a great pond, where 100 boats may lie, even with bad weather, in safety.

From Bacalieu North Point to Bonaventure Head the course and

distance is N.W. $\frac{1}{2}$ W. $22\frac{1}{2}$ miles. Bonaventure Head is remarkably high and steep.

TRINITY HARBOUR.—From Bonaventure Head to the entrance of Trinity Harbour, the course and distance is N.E. $\frac{1}{2}$ N. $4\frac{1}{2}$ miles, and from Bonaventure Head to the Horsechops E.N.E. $\frac{1}{2}$ E. 8 miles.

TRINITY HARBOUR is considered one of the best and largest harbours in all Newfoundland, having several arms and coves, where some hundred ships may ride land-locked. It is a place which you may safely turn in or out, being bold-to on each side, and having no danger but what is visible; except when going into the S.W. arm, where the Admiral's Stage usually is, there is a shoal, called the Muscle Bank, which shoots off from the point within the small island on the larboard side going in, and extends over N.N.W. about a third of the breadth of that arm. Being within that bank, which will discover itself by the colour of the water, you may edge over close to the south shore, or keep your lead going to avoid the Muscle Bank, giving it a little distance: the mark for avoiding it is the house, standing over the steep perpendicular rock, situated between Tavernor's Point and Ship Cove, open of the Neddick; keep this mark on, until you are half way over to the Neddick, then haul toward the S.W. branch, taking care to avoid the south shore, till you shut in Tavernor's Point with the Neddick; you will then go within the Muscle Bank.

You may anchor in from 14 to 10 fathoms, and approach near to the stage on shore, so as to make a stage with topmasts to your stage on shore, to load or unload your ship. This will be found a most excellent harbour; for, after you are in the S.W. arm, you will perceive another branch running up to the N.W. which is continued by another to the S.W. but there is a bar or ledge, at the entrance of the S.W. arm.

The N.W. arm is also a large place, having good anchorage for 500 sail of ships. Besides the fore-mentioned arms, the main harbour turns up to the north. Ships, being within the harbour's mouth, may safely ride in a large cove, on the starboard or east side, land-locked, on good ground: here the planters live. Over against that cove, on the larboard or west side, are two other coves: the southernmost of them is called the Vice Admiral's cove, very convenient for curing fish; and above, or to the northward of that, is a large cove, or arm, called Got's Cove, where there is room enough for 300 or 400 sail of ships to ride, all on clear ground; there neither winds nor sea nor tide can hurt you, and in this place ships may lie undiscovered until the weather becomes clear and open.

There are several other anchoring places in this harbour with good clean ground. The bottom every where is tough clay, with 4 and 5 fathoms water, within two boats' lengths of the shore; and 6, 7, 8, 9, 10, 12, and 14 fathoms, and in some places more, in the middle of the arms and channels. You may turn in or out readily, observing your tide, which rises about 4 feet, and sometimes more.

TRINITY BAY TO CAPE BONAVISTA.

ROBINHOOD'S BAY is formed on the southwest side by Sherwick Head: the entrance is a mile wide, and the bay extends northward nearly 2 miles; here vessels frequently ride and fish in from 7 to 17

fathoms water; at the further or upper end of this bay there are some spots of shallow water, but at its entrance, and between Sherwick and Fox Island Points, there is no danger whatever.

SALMON COVE and **ENGLISH HARBOUR** lie to the eastward of Robinhood's Bay, being only divided from it by a narrow neck of land, called Fox's Island. The former of these runs in northerly, and is considered a good fishing place; it is clear of dangers, and has a good depth of water, from 17 to 10 and 8 fathoms; the eastern shore is bold-to, and at the further end of the cove there is a small run of water, which extends about 2 miles to the northward.

ENGLISH HARBOUR is situated at the S. Eastern entrance of Salmon Cove; it is a clean bay, where you may ride in 4 and 5 fathoms water. From hence the coast rounds to the eastward to the Horsechops, a distance of more than 3 miles; it is all high land, steep-to and without danger. To the N. Eastward of Horsechops is Green Bay, open and entirely exposed to the southward; at the eastern part of this bay is a small sandy beach with a rivulet of water; this place is little frequented, and is neither convenient for ships to fish or ride in. When you have passed this bay, there is no sheltering cove or place until you reach Ragged and Catalina Harbours.

RAGGED HARBOUR is so named from the rough and craggy appearance of the surrounding rocks, which render it unsafe for either boats or ships to enter; but for those who intend going there, we shall observe, they must go to the northward of the reef of rocks at its entrance, running on north, until the harbour comes quite open, then you may steer in between the Round Island near the main, and a large black rock, being the outermost of the ragged ones before mentioned; sail on until you are to the westward of them all, or until you get the south head of Catalina to appear between the westernmost rock and the main, then anchor. A river of good water is at the head of the harbour.

CATALINA HARBOUR is nearly 2 miles to the northward of Ragged Harbour, and is in the latitude of $48^{\circ} 31' 15''$ N. bearing from the north point of Bacalieu Island nearly north, distant 24 miles. It is a good harbour for small vessels, and may be known by a singular green island at the south point of its entrance; near half a mile to the north of this island, is the Brandy Rocks, a ledge over which the sea frequently breaks; you may go on either side of these rocks, giving the Little Island a berth, or with a leading wind between the island and the main, though this passage is exceeding narrow, in 4 and 5 fathoms. Just within the entrance of the Harbour is Charlton Rock or shoal, lying nearly mid-channel, over which are only 8 feet water; you must avoid bringing the north point of Green Island on with Burnt Head, the south point of the harbour, for that will carry you right upon the rock; there is a passage between the island and rock, and also between the rock and the north shore, only steering nearer the main about two thirds over.

LITTLE CATALINA BAY lies inwards on the northern side; from Catalina Harbour to Little Catalina the course is about N.E. $1\frac{1}{2}$ mile; and thence to the north head of the bay E.N.E. a little easterly $4\frac{1}{2}$ miles; when within the harbour you may anchor close to the shore in 4 and 5 fathoms land-locked; or to the southward of the Little Green Island in $3\frac{1}{2}$ fathoms, or by running up 2 miles further obtain fresh

water. In the S.W. arm or branch of the river, where there is anchorage in 5 fathoms, the harbour runs westerly. Sometimes the water in this harbour will suddenly rise 3 or 4 feet, then fall again, and in certain seasons it will often do so two or three times in 3 or 4 hours. It abounds with salmon, and the herb Alexander grows luxuriantly on the little island; near a small cove, at the N.W. is a sort of mineral, of a glittering nature, generally called Fire Stone; excellent willicks may be found on the rocks.

From the south to the north head of Catalina the course is N.E. $\frac{1}{2}$ E. distant $5\frac{1}{2}$ miles, and between them are from 13 to 5 fathoms water; the whole way is a kind of broken ground, and in blowing weather the sea frequently breaks high over it.

From the north head of Catalina to Flower's Point, the course is N.N.E. $\frac{1}{4}$ E. distant $2\frac{1}{2}$ miles; and 1 mile to the eastward of the point lie some sunken rocks; you may go between Flower's Point and these rocks, in 6 fathoms water, but it is more advisable to pass on the outside of them; this you will readily do by bringing Gull Island open of Spiller's Point, or by keeping the south head of Catalina open of the north head.

BIRD ISLANDS.—From Flower's Point to the Bird Islands is 2 miles; within Bird Islands is a small bay where ships can occasionally ride, in one branch which runs up toward the west, and in the other, amidst some rocks, which are above water. Bird Island's Bay extends so far as Cape Larjan.

From Flower's Point to Cape Larjan is $3\frac{1}{2}$ miles, it is rather a low rocky point, having also a large rock above water lying off it.

From Cape Larjan to Spiller's Point, is $1\frac{1}{2}$ mile; between these points, the lead falls into very deep water. Spiller's Point is steep and bold-to, but not very high, with a rock above water near it; over the point you may discern the high land of Port Bonavista a great way off at sea.

BONAVISTA TO CAPE FREELS.

From Spiller's Point to Cape Bonavista the course is N. $2\frac{1}{2}$ miles: there is an apparently deep bay between, which might be mistaken for the Harbour of Bonavista. The cape is in latitude $48^{\circ} 42' N.$, it appears at a distance of a blueish or sky colour; it is a steep rocky point having 4 fathoms close to its base.

GULL ISLAND, OLD AND YOUNG HARRY, &c.—About half a mile N.N.E. from the extremity of the Cape lies Gull Island, which, though small, may easily be recognized, by being of moderate height, and elevated in the middle, making something like a round hat with broad green brims, and visible 4 or 5 leagues off, when the weather is clear. N.N.E. $\frac{1}{2}$ E. distant $3\frac{1}{2}$ miles from Gull Island, is the Old Harry Rock, having only 13 feet water over it; from this a reef or bank extends to the N.E. nearly 3 miles, having several dangerous spots upon it, of only 18 feet and 3 or 4 fathoms; the outer edge of this danger is called the Young Harry; its northern extremity is 10 fathoms water, and a little further off 45 fathoms; between the Young Harry and the middle ground of 18 feet, are 12, 20, and 50 fathoms; to the northward of the middle ground are 60 and 40 fathoms, to the eastward 19 and 20 fathoms, to the southward, and between it and the

Old Harry, 26 and 31 fathoms; at the north part of the Old Harry is 11 fathoms, to the westward 30 fathoms, to the S.W. 9 fathoms, and a little further S.W. 57 fathoms; abundance of fish are caught by the boats which frequent this bank, but it is very dangerous for shipping. The sea commonly breaks over Old Harry unless in fine weather and the water be very smooth, but the other part of the shoals shew themselves only in, or immediately after, heavy gales on the shore.

In order to avoid the Old Harry, you should bring Gull Island on with the Green Ridge, which lies considerably inland: but you must beware, for this mark will carry you too close to the Young Harry. Vessels running along shore, to avoid these rocks, must be careful in keeping Cape Bonavista open with the westernmost extremity of a high range of land to the southward, called the Inner Ridge; these dangers, together with the long ledge, called the Flowers, already noticed, render it very imprudent for a mariner to attempt making land hereabout in thick or boisterous weather; indeed, at any time, the Island of Bacalieu is the best and safest land-fall for the stranger that is bound to any part of Bonavista Bay.

GREEN ISLAND is an isle half a mile in length, lying nearly parallel with the western side of Cape Bonavista. The passage between admits small vessels only, being narrow, and some spots have shoal rocks. At $1\frac{1}{2}$ mile to the westward of Green Island is a small islet called Stone Island, with a reef on its eastern side, but the general depths between are from 8 to 16 fathoms.

RED COVE.—At a mile to the southward of Green Island is a reef called the Red Rocks, lying off Red Cove, which is terminated by Western Head. In succession after this, between it and the port of Bonavista, are Red Point, Moses Point, and Swerry Head, the two last with their surrounding rocks, marking the north side of Bonavista Harbour.

PORT BONAVISTA.—From Cape Bonavista to Port Bonavista, the courses are south-westward, about 4 miles. If you come from the southward, and intend for Bonavista, you must leave Green Island on your larboard side. You may sail between Green Island and Stone Island with any ship without danger, the channel being safe and bold: or you may go to the westward of Stone Island, and run to the southward till you open the Harbour of Bonavista, and are past Moses Point, and so to the southward of the rocks called the Swerrys, which are high rocks, having no passage to the northward of them. Here you may anchor in from 11 to 5 fathoms, as you please, but must always have a good anchor in the S.W. and another fast in the Swerry, or in the N.W. for westerly winds blow directly into the road.

Small vessels may go between Green Island and the main, and so to Redhead; but the bay between the points (over against Green Island) and Redhead, is all foul ground. At a little distance, or about a cable's length from the shore is a sunken rock, but boats may go between the shore and it. The sea breaks on it. Being past Western or Redhead, the course to Moses Point is W.S.W.; between is a large bay or cove, called Bayley's Cove, where you may anchor on occasion, not advancing too far in, as all its shore is rocky and shoal.

Bonavista Harbour is an anchorage of little consideration, further than being an eligible situation for carrying on the fishery, being so

very badly sheltered that, in N.W. gales, immediately following a continuance of heavy winds from seaward, the water breaks right athwart the harbour, and sometimes the whole of the fishing boats founder at their anchors, and not unfrequently many of their stages are destroyed; however, vessels during the summer months moor under Swerry Head, in 8 or 10 fathoms; but even there, as in every other part of the harbour, the ground is so rocky and uneven, that they are necessitated to buoy up their cables.

BONAVISTA BAY.—This extensive Bay is limited by Cape Bonavista on the south, and by Cape Freels on the north. The bearing and distance from one to the other is N. $\frac{1}{2}$ E. 41 miles. The position of Cape Bonavista is, latitude $48^{\circ} 42'$, longitude $52^{\circ} 59'$; that of Cape Freels, latitude $49^{\circ} 20'$, longitude $53^{\circ} 24\frac{1}{2}'$. The whole coast between is tortuous or much indented, rocky, difficult, and dangerous; on the south, the land is high and mountainous, and the coast steep and iron-bound; on the north side it is low and marshy, and from the shore the water is shoal to a considerable distance, abounds with small islands, and is encompassed with dangers on every side.

The harbours in Bonavista Bay are numerous, and safe when once gained; but they are, in general, so deeply embayed, the land is so diversified, and the passages so intricate, that their navigation is seldom attempted, unless by those who, from long experience, have a perfect knowledge of the coast; yet, should it become necessary, from stress of weather or other circumstance, for a stranger to seek shelter, the places recommended for this purpose are, Barrow and Great Chance Harbours, in the S.W. part of the Bay; or New Harbour and Cat Cove on the N.W.

BLACKHEAD BAY.—Black Head is $2\frac{1}{2}$ miles S. by W. from the Harbour of Bonavista, and Southern Head is 8 miles N.W. by W. $\frac{1}{2}$ W. from Black Head. The latter are the two extremities of Blackhead Bay, which is 2 leagues in depth. On the S.W. side of this bay, at nearly $1\frac{1}{2}$ leagues to the southward of Southern Head is the fishing establishment on King's Cove; but this is even a less desirable place of shelter than Bonavista, lying directly open to seaward, and having a foul bottom.

KEELS.—From Southern Head to Western Head the distance is 4 miles N.W. by W. $\frac{1}{2}$ W. The coast between forms five coves, on the second of which, Keels, is a fishing village; but neither this nor any of the other coves are fit places for vessels of burthen.

From Western Head the land bends W.S.W. $\frac{1}{2}$ S. and leads to numerous coves, bays, and arms of the sea, most of which have deep water, and places of anchorage; we shall here enumerate the principal of these, with their respective situations, but, as many of them are too deeply embayed for general navigation, we shall not extend our directions to a minute or particular description of them all, but confine ourselves to such only as are situated in prominent parts of the Bay, and are mostly fitted for general use, and commonly frequented.

PLATE COVE is situated on the coast about $7\frac{1}{2}$ miles distant from Western Head; its entrance between Arrow Point and Plate Cove Head is three quarters of a mile wide, from whence it bends in more than a mile to the southward; at its eastern extremity is a run of fresh water, but the bottom is foul and rocky, it is therefore not much frequented.

INDIAN ARM lies about S.W. by W. from Plate Cove Head, distant 3 miles; it is a narrow inlet running in nearly S.W. about 2 miles, and terminates in a rivulet of fresh water.

SOUTHWARD BAY is separated from Indian Arm only by a narrow neck of land; this is an extensive branch of the sea, its entrance between Red Head and Kate's Harbour Head, is a full mile wide, with 30, 50, 80, and 90 fathoms water, mid-channel; from hence it bends to the S. Westward $7\frac{1}{2}$ miles, becoming narrower as you advance, but with deep water and no danger. On the western side there is an opening called Hayes Cove, it lies about 2 miles from Kate Harbour Head.

BACON-BONE ROCK.—Vessels intending to seek either of these places, must beware of the Bacon-bone Rock, a danger of only 18 feet water over it; this lies W. $\frac{1}{2}$ N. distant 1 mile from Western Head, and directly in the fair way of the navigation. To avoid this danger, do not shut in Southern Head until Little Denier comes on with the outer Shag Island.

KATE HARBOUR lies to the westward of Plate Cove; its entrance is three quarters of a mile wide, and the harbour runs in about $1\frac{1}{2}$ mile; the depth of water is 36, 29, and 27 fathoms mid-channel, decreasing as you advance to the further end; there is a rock under water off its entrance with 7, 8, and 9 fathoms round it; this lies nearer to Kate's Head, but there is a passage between them, and also a still wider channel on the western side of the rock.

SWEET BAY is another extensive inlet, lying to the westward of Kate Harbour; its entrance is between Cutlers Head and Chance Point, and leads also to Maidenhair Cove, and Little and Great Chance Harbours. Sweet Bay is the easternmost inlet; which having entered, and passed Cutler's Head, which is rocky and steep-to, you will see Turfpook Island, it is small and narrow; about half a mile to the S.W. of this is Woody Island, and between them a rock under water; there is a passage on either side of these, and when you get beyond Woody Island, the bay becomes about three quarters of a mile wide, with 60 fathoms water mid-way; advancing still further you will observe several islands in your passage; there is also a rock under water on your starboard side, three quarters of a mile beyond Woody Island; it lies abreast of a little island which is mid-channel; further on is Wolf Island, between which and the main there is no passage; off this lies Gooseberry Island, between which and Wolf Island there is 30 fathoms water, but the channel is narrow, and that on the eastern side of Gooseberry Island is much wider; Sweet Bay here divides into two branches, that to the eastward is called the S.W. arm, and has directly before its entrance Hunt's Island, the channel to the eastward of which has 10, 12, and 14 fathoms water, and that to the westward 7 and 9 fathoms, you will then see on your starboard side a small island, you may pass it on either side, and having so done, will drop into 24, 22, and 20 fathoms water; the head of the arm is foul and rocky. The N.W. arm is divided from the S.W. arm a little below Hunt's Island, and at the further end of Wolf's Island is nearly a mile wide, from whence it runs S. Westward $3\frac{1}{2}$ miles, with good depth of water, and clear of dangers; at the bottom is a sandy beach and a small rivulet.

GREAT CHANCE HARBOUR.—The entrance of Great Chance Harbour, which is an excellent anchorage, lies 10 miles W. $\frac{1}{2}$ S.

from Western Head. The passage to it is clear with the exception of the Bacon-bone, already mentioned. In sailing for this place the safest way is, not to shut in Southern Head until the isle called Little Denier, bearing N. $\frac{1}{2}$ W. comes on with the outer Shag Island. Thus the Bacon-bone will be avoided, and you may steer for the harbour, S.W. by W. and West, without having any danger to encounter until you approach the entrance: but here, in the southern part, lies a sunken rock, with only 6 feet of water. Within this rock, and in a line with it, are two islets, called the Mustard-bowls; in order to avoid the rock, be careful not to shut in the western Mustard-bowl with the eastern, but, having passed the latter, you may stand boldly in, approaching the shore on either side as you please, and you may anchor any where above the narrows in from 11 to 5 fathoms, perfectly land-locked and good holding-ground. Wood and water may easily be procured here.

At 2 miles E. by N. from Chance Point, (the outer point of Chance Harbour,) is a spot of ground with 7 fathoms, over which the sea breaks in very heavy gales from seaward, but it is not dangerous in fine weather.

CHANDLER'S REACH is the channel leading to Goose Bay and Clode Sound; the course through which is W. $\frac{1}{4}$ S. which, from the N.W. point of Deer Island will take you to Connecting Point; this is the point of the peninsula that divides the former from the latter. Goose Bay runs in S. Westerly, about $7\frac{1}{2}$ miles, and by keeping in mid-channel you will meet with no danger, but have 47, 40, and 36 fathoms water, until, having passed Lubber's Hole, the depth decreases to 12, 13, 10, and 8 fathoms, when you will see a small island, situated to the westward of Goose Head; behind and to the westward of this, you may anchor in from 4 to 7 fathoms, or further to the southward in $5\frac{1}{2}$ fathoms; in most of these inlets you will lie perfectly safe, and entirely land-locked: fresh water and wood are plentiful, and easily obtained.

CLODE SOUND is a fine branch of the sea, running in from Chandler's Reach full 20 miles; it has many places of very good anchorage, and without any danger: vessels may find perfect safety on the northern shore, at Brown's Cove, or further in at Long Cove, or Platter Cove; or on the southern shore, at Bunyan's and Love Coves; or, passing the Platter Rocks, and steering westward, at Freshwater Cove; the mid-channel has all the way deep water, and there are no rocks except near the shores.

LION'S DEN is an opening lying at the N.W. end of Chandler's Reach; to enter which you must sail to the northward of the Deer and Cluster Islands, and pass the narrows, which is about one-third of a mile wide, and has 24 fathoms water in it; having passed the entrance about 1 mile, there is a sunken rock, round which are 4, 5, and 6 fathoms; you may then perceive the inlet to branch off into two divisions, that to the N.W. is very narrow, and has a rocky islet at its entrance; but that which runs to the S.W. is broader, and has 11, 14, and 10 fathoms water in it; it runs in from the sunken rock about $1\frac{1}{2}$ mile, and at its further end becomes shoal, narrow, and rocky.

The LONG ISLANDS are four in number, having narrow channels between them, some of which are encumbered with rocks, and dangerous; the eastern island is the largest and broadest, the next to it

is the longest, the two western ones are smaller and narrower; they form the northern boundary of the passage from Western Head to Chandler's Reach; and also the southern boundary to Swale Tickle and Newman's Sound. Off the N. Eastern point of the largest Long Island, lies a sunken rock; it is close to the land, and therefore may easily be avoided; this point bears from Western Head nearly W. by N. distant 6 miles.

NEWMAN'S SOUND.—This is a large arm of the sea, running in W. by N. having at its entrance Swale Island, which is nearly $4\frac{1}{2}$ miles long, and not 1 broad in the widest part; this divides the entrance into two channels; the southern passage is called the Swale Tickle, and the northern one goes by the general name of Newman's Sound. To sail from abreast of the Western Head into the Swale Tickle, you should steer W.N.W. $\frac{1}{2}$ W. To sail from abreast of the Bonavista Gull Island, steer W.N.W. $\frac{3}{4}$ W. 29 miles, and it will carry you a little to the southward of Little Swale Island, and in the fair way of the passage; but in advancing through this channel there are several obstructions, and the passages from thence into Newman's Sound are so narrow that it will always be advisable to go to the northward of the Great Swale Island. To do this, having rounded the Gull Island, steer W.N.W. $\frac{1}{2}$ W. 27 or 28 miles, you will then have the sound open, and can proceed accordingly; it is full $1\frac{1}{2}$ mile wide, and extends nearly in a N. by W. direction from the N.E. point of Swale Island 11 miles, having several places of good anchorage. Those on the southern shore are South Broad Cove, Minchin's Cove, and Stanford Cove.

SOUTH BROAD COVE is situated $2\frac{1}{2}$ miles beyond the western point of Swale Island, and is a place of great safety: the passage in is to the S. Westward, and you will ride well; sheltered in 10 fathoms, free from any danger: there is a small island at the entrance, which you will leave on your larboard side.

MINCHIN'S COVE.—There is a long narrow point of land running out to the northward, which you will round, and turning southerly, the cove will appear open; here you will lie in 5 fathoms, opposite a sandy beach. To the westward is Mount Standford, off the point of which lies a small island, reaching half-way over the passage, making the channel in this part very narrow; the best course through, is to the eastward of this island, in 9 fathoms; here an opening appears to the eastward, called Buckley's Cove, fit for small vessels; the coast now winding to the westward, forms a broad bay, with 20, 26, and 27 fathoms water in it, free from any danger, and shallowing on each side towards the shores. At the S. Western part of this is Standford Cove, having a sandy beach, the approach towards which shallows gradually.

BARROW HARBOUR.—Little Denier Island lies off the entrance of Barrow Harbour, which lies south-westward of it, is safe and convenient: it is formed by three islands, Richard's, Goodwin's, and Keat's; the entrance is about 500 yards wide, and not very difficult of access: the harbour is a mile long; the lower part is rocky, and not well sheltered; but the upper part is completely land-locked, and has good holding ground. The course to this place from Bonavista Gull Island, is N.W. by W. $\frac{1}{4}$ W. 22 miles.

On approaching Little Denier, you must be careful to avoid the

Outer Rock, lying three-quarters of a mile E. $\frac{3}{4}$ N. from that island. It has only 4 feet of water on it; but as the sea constantly breaks, it is easily guarded against. Between Little Denier, and Richard's Island, there is also a range of rocks, called the Brandishes, at distances from each other, and extending nearly half way over towards Little Denier, with from 14 to 17 feet upon them; between are channels of 7 and 8 fathoms. These make the northern channel preferable for strangers without a pilot. To run clear of the Brandishes, you must keep Wedge Point, (the projection within the harbour,) a little open to the southward of Smoky Ridge, (a range of high land at the top of the harbour,) until you bring Broom Head N. by E. $\frac{3}{4}$ E. on with the middle Shag Island; the passage is then without obstruction till you near Wedge Point, off which, at 70 yards, lies a sunken rock, with 8 feet of water; you may then sail up abreast Pudner's Cove, until you are entirely shut in from the sea, and anchor in from 10 to 18 fathoms. There is a small fishing establishment here; good water in Pudner's Cove, and abundance of fire-wood. The land about Barrow Harbour is higher than the neighbouring coast, and may be easily recognized by its projection.

SANDY COVE, on the north side of Newman's Sound, about 4 miles beyond Barrow Harbour, has good anchorage, it will be readily known, having the only sandy beach on this side of the sound; there is no danger in entering it, and it is perfectly safe. Soundings from 10 to 20 fathoms. Between this place and Barrow Harbour lies the half-way rock above water, but if you keep outside there is no danger, it being steep-to in 4 fathoms.

GREAT and LITTLE HAPPY ADVENTURE, at a mile westward from Sandy Cove, are two snug little coves on the same side of the bay; but, from the narrowness of their entrances, they are adapted only for the resort of small vessels; between these places lies a sunken rock about 80 yards from the shore, with only 4 feet of water upon it.

NORTH BROAD COVE lies also on the northern side of Newman's Sound, 2 miles beyond Happy Adventure, and is a convenient well-sheltered anchorage; its entrance may be known by a high round island lying on the west side of it. On sailing in you must keep the island on board, until you make a tickle or inlet, between it and the western shore, in order to avoid a sunken rock at the eastern side: after which keep as close as possible to the eastern shore, as a dangerous rock lies nearly in mid-channel; being inside of which you may anchor in from 10 to 25 fathoms, muddy bottom. Wood and water may be procured here.

DAMNABLE HARBOUR.—The little island called Ship Island, lies in latitude $48^{\circ} 45\frac{1}{2}'$, longitude $53^{\circ} 34'$, and at 8 leagues N.W. $\frac{1}{4}$ W. from Cape Bonavista, and Damnable Harbour lies W. $\frac{3}{4}$ S. 6 miles from Ship Island. The island may be known by a remarkable bald point like a sugar loaf. The harbour is well adapted for small vessels, but its very narrow entrance disqualifies it for ships of burthen: there is a rock off the southern part of the entrance, and another off the northern side of the island, which lies in the middle of the harbour; there is good anchorage all round the island, in 4 to 5 fathoms, sandy bottom: water may be easily procured, but very little wood.

MORRIS COVE is a safe anchorage, situated on the north side of the island bearing that name, which lies to the northward of Damnable:

in sailing for it keep Ship Island well on board; as you will thus avoid the reef called the Ship Rocks, which lies to the northward: having got inside Ship Island, avoid shutting in Lackington Rock with Varket Island, (known by its forming two remarkable hummocks,) as there are several clusters of rocks between Ship and the Horsechop Islands, on the south side: steer for the Varket until you get abreast of Lackington Rock, then keep Lackington Rock on the northern extremity of Ship Island until the Varket bears north, to clear two sunken rocks off the N.E. end of Morris Island: you may then sail directly for the cove, which you can enter without fearing obstruction, and anchor in any part of it, in 25 to 5 fathoms, but the western side of the cove is preferable. Wood plentiful, water scarce in the summer season.

GOOSEBERRY ISLES, &c.—The Gooseberry Islands are a cluster of islets, near the middle of Bonavista Bay. The Offer or Outer Gooseberry is in latitude $48^{\circ} 48\frac{1}{4}'$, longitude $53^{\circ} 27'$. From Cape Bonavista, to sail clear of the Eastern Rock, which lies at $1\frac{1}{2}$ mile to the E.S.E. of the Offer Gooseberry Island, the course is N. by W. $\frac{3}{4}$ W. and from thence to Copper Island, (at the mouth of Greenspond Tickle) N. $\frac{3}{4}$ E.; here it is possible to obtain pilots for this and the adjacent anchorages, which are Northwest-Arm, New Harbour, and Cat Cove; there is also good holding ground between Greenspond Island and the main; but the water is so deep that a vessel is liable to drift on shore in the act of weighing, nor is there sufficient room to veer to a lengthened cable in heavy gales from the S.W. to which quarter it is much exposed. The course to Barrow Harbour from the eastern Gooseberry Rock is S.W. $\frac{1}{4}$ W. 18 miles: you thus avoid Malone's Ledge, a shoal lying S. $\frac{3}{4}$ W. 1 mile from the rock, (above water) which bears the same name: it has never less than 4 fathoms, so that in fine weather no danger need be apprehended.

BAY of FAIR and FALSE may contain several good anchorages, but it is so filled with small islands and rocks, that any description that could be given would be of no use to the mariner. A cluster of large islands extends off the frontage of this bay, full 20 miles, or so far as Offer Gooseberry Island; between these are passages innumerable, with deep water; there is also a wide channel, running from Fair and False Bay, and Morris Island, to the northward; this leads to Bloody Bay, which then turns westward, and is divided into various branches, forming the N.W. arm, the middle arm, and the N.E. arm; this latter being a peculiar and extensive channel, running in one direction, southward, almost to Newman's Sound, and in another, almost to Damnable Harbour; all these are navigable, and afford places of good anchorage, and plenty of both wood and water.

There is also an open strait from Bloody Bay to the eastward, through Bloody and Cattel's Reaches, and out to the northward of Offer Gooseberry Island. Other channels branch off to the northward from Bloody and Cattel's Reaches, and between the Lukeman's Islands, running into Pit's Sound, Locker's, and Content Reaches, and thence to Freshwater Bay: within these and on the northern shore, are Hare, Locker's, Trinity, Indian, and many other lesser bays, coves, and inlets, abounding with good anchorages, and calculated to afford shelter for shipping of all descriptions, in cases of necessity; these are, at present, but little known, and frequented only by the constant

traders; we shall, therefore, proceed to those which are the usual places of resort, and are better situated for the purpose of fishing.

Ships coming in from the eastward, to round Cape Freels, have to avoid the Charge Rock, which lies S.E. $\frac{1}{4}$ S. $2\frac{1}{2}$ miles from Cape Freels' Gull Island; the rock has only 3 feet of water upon it, and is circumscribed by a large spot of rough fishing ground, having from 8 to 30 fathoms; from the Gull Island you may run immediately southward for the Stinking Islands, taking care not to open Cape Freels to the eastward of the Gull; this will carry you inside the danger; keeping a good look for the Mid-rocks, which are just above water, and lie 2 miles to the N.E. by E. $\frac{1}{4}$ E. off the Stinking Islands; but a vessel, not bound up the Bay, is enjoined to keep well outside; for should the weather become suddenly thick and foggy (which is not unfrequent with an easterly wind) she runs a great risk of getting bewildered among the innumerable rocks for which this part of the coast is remarkable, and from which neither chart nor compass can direct the stranger. Three quarters of a mile N.W. from Gull Island, is a rock with 3 fathoms of water upon it.

In the winter months, when the north-easterly gales are very heavy and continuous, the sea breaks exceedingly high over several spots of the Stinking Banks, which lie E.N.E. $\frac{1}{4}$ E. from the Stinking Islands: in two places there is as little as 7 fathoms: in such weather, although a vessel would not strike, she would be in very great danger of foundering in the tremendous sea, which would be apt to break over her; but, in fine weather, no danger from them is to be apprehended.

Having rounded the Stinking Islands, and wishing to sail into New Harbour or Cat Cove, steer directly for the Offer Gooseberry Island, S.W. by W. $\frac{1}{4}$ W. until you bring Pouch and Flower's Islands to touch each other: you will be then 2 miles outside the Three Rocks, which lie at $1\frac{1}{2}$ mile to the southward of Flower's Islands. The outer of the Three Rocks has on it 3 fathoms of water, the middle 14 feet, and the inner only 11 feet. Now alter the course to W. $\frac{1}{4}$ S. keeping the white face of Chalky Hills, in Locker's Reach, a little on the starboard bow, which will carry you clear of Copper Island dangers, lying without Shoe Cove Point: should the roughness of the weather prevent your getting a pilot on board thereabout, continue on this course until you bring Shoe Cove Point (which may be distinguished from its bearing a semblance to white marble) to bear N.W. $\frac{1}{4}$ W.: then shape your course for Indian Bay W.N.W.

NEW HARBOUR is 2 miles to the westward of Shoe Cove Point. With easterly winds it is quite inaccessible, from its narrow entrance; in which case you must continue onward for Cat Cove, lying 4 miles farther up the Bay on the same side. The Cove is formed by Cat Island, and may be easily recognized, it being the only part in the vicinity that is covered with live woods, the surrounding forests having been destroyed by conflagration; on sailing in keep the island open on your starboard bow. Off the upper part of Cat Island lie two high green rocks, which you must round, the passage formed by them being too shoal to pass between: you may then run till you get some distance inside the upper point of the island, and then anchor in from 5 to 13 fathoms, with the hawse open to N.W., the winds from that quarter being in general most heavy and squally. In working in, you may stand close to either shore, except off the point of the

island, as there is a sunken rock within 100 yards of it, with not more than 10 feet of water.

NORTHWEST ARM is the best anchorage near Cape Freels; but its access is not without difficulty, from the multiplicity of Islands that lie in the neighbourhood, and which are almost undistinguishable from their great semblance of each other: the greatest danger you have to encounter, in making this place from the southward, is the Northern Rock, which lies N.E. $1\frac{1}{2}$ miles from Copper Island, (known by its height and without wood); it has never less than 22 feet of water upon it; so that, in fine weather, vessels which generally frequent this coast, may pass over it in perfect safety; but, in hard gales, the sea breaks over it incredibly high: to avoid it, be careful not to open Fool's Island, at the entrance of N.W. Arm (which is somewhat higher and more prominent than the rest, and which is covered with trees, except the crown), to the westward the Western Pond Rock, until you bring Butterfly Island to touch the inner point of Flower's Island, or until Puffin and Copper Islands touch each other; then, leaving the Pond Rocks on the starboard hand, steer in for Fool's Island; which island it is advisable to keep well on board, as there is a sunken rock lying exactly in mid-channel, between it and Partridge Island Rocks, with 18 feet upon it; to clear which, it is impossible to give a descriptive mark. The course then into the Arm is N.W. $\frac{1}{2}$ W., and as soon as you get inside Odd Island, you may anchor in muddy ground with from 7 to 9 fathoms, Fool's Island Hill bearing S.E. to S.E. by S. During the dry summer months, vessels are compelled to send to Loo Cove for water, nor is wood to be procured on this part of the coast within the distance of 12 miles.

GREENSPOND TICKLE is a small harbour on the eastern side of Greenspond Island, formed by several smaller ones which lie off it, and is of very little importance, not being capable of receiving vessels whose draught of water exceeds 14 feet; its dangers are in the Northern, the Cookroom, Puffin, and Harbour Rocks, but it is impossible to get in with a foul wind, or with a fair one without a pilot. Ships sometimes anchor between the island and the main; but the place is contracted, and the water is very deep, add to which it is much exposed to S.W. winds, so that it cannot be recommended as a place of safety: to sail into it, you must pass to the westward of Copper Island, in doing which you must cautiously avoid the Midsummer Rock, which lies one mile off south-westward from that island, and has only 6 feet of water on it: when you shut in Silver Hair Island with Shoe Cove Point, you are inside the danger.

CAPE FREELS TO CAPE ST. JOHN.

CAPE FREELS is formed of three points, the South Bill, the North Bill, and the Middle, or Cape Freels; there are many shoals and rocky dangers about them all, therefore a wide berth should be given them at all times. Over these points is some high land, commonly called the Cape Ridge, which is visible at a considerable distance.

N.N.W. $\frac{1}{2}$ W. from Cape Freels, distant $6\frac{1}{2}$ miles, is the Outer Cat Island; it is connected to the main by a sandy reef, which is impassable for shipping, and forms the southern point of Deadman's Bay;

a little before you come to the Outer Cat, you will see a remarkable hill called the Windmill Hill, and near it the Little Cut Island. In sailing to or from Cape Freels the shore should have a good berth, although there are soundings all the way, and they decrease gradually towards the shore. Deadman's Bay is formed by the Outer Cat Island to the southward, and Deadman's Point to the northward; the soundings within are regular, and the bay without rocks, unless close to the shore, but it is totally unsheltered and open to all easterly winds.

PENGUIN ISLANDS.—Having passed Deadman's Point you will approach the Penguin Islands; these are 9 in number, and bear from Cape Freels N.N.W. $\frac{1}{2}$ W. distant 14 and 15 miles; between them the passage is clear, with from $5\frac{1}{2}$ to 7 fathoms water, but vessels should not go within them and the shore, for there are several rocky reefs which render it particularly dangerous.

FUNK ISLAND lies N. 54° E. from Cape Freels, distant 97 miles; it is little more than a sterile rock, and cannot be seen further than at the distance of 10 or 12 miles; but it will always be distinguished by the great number of birds which continually hover over it. About 200 yards north of Funk Island is a large rock above water, and N.W. by W. 180 yards from this are still larger rocks; they are all barren, and only the resort of sea birds, that inhabit and breed there; between these rocks are 18, 37, and 42 fathoms water, with a clear passage, but between the eastern rock and Funk Island there is a dangerous sunken rock, of only 10 feet water, over which the sea generally breaks; near this sunken rock are 14 and 16 fathoms, and between it and Funk Island 30, 25, 56, 38, 24, and 17 fathoms; off the western point of Funk Island are some rocks, and at its eastern part a sort of creek with 5 fathoms in it. It is also reported that a ledge of rocks lies S. W. from Funk Island, distant about 7 miles.

DURELS LEDGE is a dangerous reef, and said to lie about 7 leagues N.W. by N. from Funk Island: the sea breaks over it continually; and nearly N.W. by W. distant 3 leagues from Durels Ledge, is another danger named Cromwell's Ledge, it is supposed to bear E.S.E. $\frac{1}{4}$ E. distant 10 or 11 miles from Little Fogo Islands.

RAGGED HARBOUR.—This harbour lies to the N. Westward of the Penguins, distant $6\frac{1}{2}$ miles; the main land hereabout is low and sandy, and the passage from the eastward rocky and dangerous; it should therefore not be attempted by a stranger, or without a pilot. To the north-westward is Ladle Cove Island, and 7 miles beyond that is Rocky Bay; Rocky Bay lies in about latitude $49^{\circ} 28'$ N. and longitude $54^{\circ} 6'$ W. At its entrance, which is wide, lie 3 islands, Noggin Island, Green Island, and further south is White Island; you may pass between each of these in 7 fathoms; between Rocky Point and Green Island in 7, 8, 13, or 10 fathoms; and between Green and White Islands in 13 and 14 fathoms; between Noggin Island and the western point of the Bay, there are $3\frac{1}{2}$, 7, 12, 9, and 4 fathoms; the bottom of these bays, for there are 3 openings, is rocky, and vessels cannot go far into them.

THE WADHAM ISLANDS.—These consist of 8 or 10 scattered islands, lying to the N. Westward of Cape Freels; they are separated from each other by channels more than 1 and 2 miles wide; the largest called Peckford's Island, which is almost a mile long, lies in the direction of north and south, and bears from Cape Freels nearly N. by W.

distant 90 miles; from its southern part towards the land about Ragged Harbour, there are a number of rocky islets and reefs, with channels between them, rendering the navigation of this part extremely hazardous. N.N.W. $\frac{1}{2}$ N. $1\frac{1}{2}$ mile from Peckford's Island is White Island, but a passage between them should not be attempted, for there are several small rocks lying off the north and north western part of Peckford's Island, some of which stretch out almost as far as White Island. N.W. by W. from Peckford's Island, about $4\frac{1}{2}$ miles, is Copper Island; Green Island lies W.N.W. $\frac{1}{2}$ N. $2\frac{1}{2}$ miles from Peckford's Island, and about a similar distance S.S.E. $\frac{1}{2}$ E. from Copper Island; there are also some small rocks lying off the N.W. end of Green Island, which, being visible, can always be avoided with ease.

THE S.W. ROCK is above water, bearing from Peckford's Island S.S.E. $\frac{1}{2}$ E. distant $3\frac{1}{2}$ miles; near it are 13, 17, and 21 fathoms; about N.N.E. distant 2 miles from the S.W. Rock is a small flat island; and a little more to the eastward is Offer Island; this is the most easterly of all the Wadham Islands. There is yet a rock to describe, which lies E.S.E. $\frac{1}{2}$ E. from Offer Island, distant about $1\frac{1}{2}$ mile; this is dangerous, and must have a berth in passing either north or southward of it.

FOGO ISLANDS.—These islands lie to the N. Westward of the Wadham Islands; great Fogo is 4 leagues long and 9 miles broad; off its S. Western point lie the Indian Islands, and N.E. by N. $3\frac{1}{2}$ miles from the body of Great Fogo, are the Little Fogo Islands; numerous other rocks and small islands are scattered about.

SHOAL BAY or Fogo Harbour lies on the north side of the island, it is considered good for the fisheries, but its entrance is dangerous and difficult; there is also a strong current running S. Eastward, especially with a westerly wind; to guard as much as possible against this current, you should hug Fogo close on board, until you open the entrance, which is narrow; having found this, run directly in, keeping right in the middle, and you will carry 8, 6, and 4 fathoms through-out; this is called the West Tickle; when you are through, if intending to anchor in the western bight, you must steer S. Eastward until you bring the point between the height N.W. by W. to avoid the Harbour Rock, which seldom appears except at low water, spring tides; then haul up to the westward, and anchor in from 6 to 5 fathoms, good ground and well sheltered.

Vessels from the eastward, and bound to Fogo Harbour, should avoid the Dean's, a sunken rock lying between Joe Batt's Point and the harbour; steer W.N.W. until Brimstone Hill, a remarkable round mountain, appears in the centre of the harbour; then steer for the East Tickle, which may be known by the lantern on the top of Sim's Island, making the west side of the Tickle. Give a good berth to the point on the starboard side, and run right up the harbour, keeping near the south side, and you will carry from 5 to 3 fathoms through; immediately you get round the point, steer S.W. to avoid the Harbour Rock, and follow the directions given above for anchoring. The middle Tickle appears the widest, but it is fit only for boats; the other two must be adopted as best suits the wind.

LITTLE FOGO ISLANDS are nearly surrounded by rocks, both above and under water, making this part of the coast exceedingly dangerous; to the eastward of Little Fogo is a small rock just above

water, called the N. Eastern Rock, and somewhat in this direction, distant 10 or 11 miles, is said to lie Cromwell's Ledge, whose exact position is not well determined, although it is considered to be extremely dangerous. Northward of Little Fogo are the Turr Rocks, and from hence in the direction of the western side of Great Fogo Island, are the Storehouse Rocks, the Seals Nests, Guppy and Stone Islands, the Jigger and Black Rocks, and various other dangers, all having deep water round them, and tending to increase the difficulty of the navigation.

The ISLAND OF TOULINGUET lies to the westward of Fogo, and has several small islands about it; here is situated what is called Toulinguet Bay; and to the S. Westward of Toulinguet Island, is the Harbour of Herring Neck; this is said to be a spacious fine harbour, and fit for any vessels.

Toulinguet Bay is but an indifferent place for shipping, lying directly open to the N.E. winds, which throw in a heavy sea: about 4 miles N. by E. $\frac{1}{2}$ N. from the entrance of this bay there is a bank, on which, with heavy gales of wind, it is asserted the sea breaks with violence, while between it and the shore there are from 50 to 80 fathoms water. Wire Cape Cove, which is situated on the western side of the westernmost Toulinguet Island that makes Toulinguet Bay, is only fit for fishing craft.

CAPE ST. JOHN TO BELLE ISLE.

CAPE ST. JOHN is a high rugged point of land, lying N.W. by N. 12 or 13 leagues from Toulinguet Bay: it may readily be known by the small high round island to the S. Eastward, distant from the northern pitch of the cape about $2\frac{1}{2}$ or 3 miles; this is called the Gull Island, and is the third of that name on this side of Newfoundland. Cape St. John is the point where, by treaty, the French fisheries begin; their boundary continues thence northward and round the western coast, so far as Cape Ray.

There are various deep bays and inlets between the Fogo Islands and Cape St. John, but their particulars are very little known, although there can be little doubt the Great Bay, and River Exploits, and the Bay of Notre Dame, afford many places of good anchorage, and of easy access, which, when fully explored, may become hereafter frequented, better understood, and prove highly beneficial.

LAKIE is about 5 miles to the westward of Cape St. John; to sail into which there is no danger whatever, and you may anchor any where in from 3 to 6 fathoms; but it is exposed to all winds and seas from the northward.

GREAT ROUND HARBOUR is a good and convenient place for vessels engaged in the fishing trade; there is no danger in sailing in or out of it, both shores being bold-to; the anchorage lies within the two inner points, where vessels may ride in 4 or 5 fathoms water, secure from the weather and entirely land-locked; but Little Round Harbour, which lies round a point to the N. Eastward about $1\frac{1}{2}$ mile distant, is merely a cove, and totally unfit for shipping.

PAQUET HARBOUR lies about 5 miles N.W. by N. from Great Round Harbour; its entrance, according to Captain Edgell, R.N. lies in latitude $50^{\circ} 8' N.$ and longitude $55^{\circ} 53' W.$ and bears from the channel

between the Horse Islands, nearly S.W. by S. ; it may be known by its Southern Head, which is a high and rocky mountain; the Northern Head is somewhat lower, and there are 3 rocky islets lying directly off its point; both points are bold-to, but a little to the southward of the 3 rocky islets, is a small shoal with 2½, 3, and 4 fathoms upon it; the channel between it and these three rocks has 7, 8, and 9 fathoms, and the water across the entrance is from 8 and 9, to 19 and 20 fathoms; a similar depth continues more than a quarter of a mile in, where the harbour divides into two channels, the one running northward, the other West and S. West.

The northern arm is about one quarter of a mile long, and has 20, 18, and 19 fathoms at its entrance, becoming shallower as you advance; vessels running in here should keep the starboard shore on board, for about two thirds up the channel, on the larboard side, there is a rocky shoal, a small part of which occasionally appears above water; on the other part of this shoal are from 3 feet to 4 fathoms; having passed this shoal, steer up mid-channel and anchor in 5, 7, or 8 fathoms; the northern part near the land becomes shallow, and a rivulet here falls into the bay, which is said to issue from some extensive lakes about 2 miles inland. The south-western channel is somewhat narrower than the northern one, but is quite free from danger; the shores on both sides are steep-to, and bold, and you will have 12, 10, 9, 8, and 7 fathoms for half a mile in; it then shallows to the head of the bay, where there is a sandy beach and a river running southward. This is a snug and secure place for vessels to run into whenever occasion may require. To the northward of the Northern Point is a mountain called Signal Hill, commonly having a signal-post upon it, and serving to point out its situation. Pine Bay and Verte Bay lie to the westward, but although the anchorage is good, they are but little frequented.

THE HORSE ISLANDS.—These are situated nearly midway between Partridge Point and Cape St. John, bearing from the latter N. by W. and N.N.W. distant about 5 leagues; these are two islands, and form a circuit of nearly 2 leagues, appearing moderately high; there are three rocks above water lying to the northward of the easternmost; and on the east side of the same island there are some sunken rocks, which stretch out in some places near a mile from the shore; at the S.E. part of this island there is also a little cove, fit only for boats: there is probably a safe channel between these islands, but it is seldom attempted; the eastern island is the largest.

FLEUR DE LYS HARBOUR lies to the northward of Pine and Verte Bays, and is situated about 1½ mile to the southward of the northern extremity of Partridge Point, and about 3 leagues W. by N. from the S. West end of the Little Horse Island: the entrance will hardly be perceptible, unless you are near the land, but at a distance it may be distinguished by a mountain over it, which appears something like a fleur de lys, from whence it takes its name. There is no danger in sailing into this harbour, excepting from a small rock of only 6 feet water, which lies about 2 cables' lengths from Harbour Island, on the south side; to avoid this rock you should keep the northern shore on board, and when you get beyond Harbour Island, you can anchor where you please in 4½ or 5 fathoms, well sheltered from all winds.

WHITE BAY.

This is a large and extensive arm of the sea, being at its entrance, from Cape Partridge to Cat Head, full 4 leagues wide, and running in a S. Westerly direction, about 14 leagues, to its head; where it is contracted to a river's mouth $1\frac{1}{2}$ mile wide. In this bay or gulf are several islands, coves, and inlets, affording both anchorage and shelter; the first is Lobster Harbour, which is a small round harbour, with a shallow narrow entrance, having at low water, in some places, not above 8 or 9 feet water; but when you are once entered, you will have 12 and 13 fathoms all over the harbour. Small vessels, therefore, sail in, commonly, at the flood tides.

SOUTHWARD ARM lies about 8 miles from Lobster Harbour, and further up the bay; here a ship may anchor with great safety, in 17 fathoms water, about 3 miles within the heads; but there is also good anchorage in any part below this, and before you are advanced so far up, in 20 and 25 fathoms; a little above the inner point, on the northern side, is a muscle bank, which stretches quite across the arm, and nearly dries at low water; and when you have passed this you will have 11 and 12 fathoms water, and the channel continues deep until you approach the River's Head. This is the first great inlet on this side of the gulf, and may, therefore, be readily recognized.

MIDDLE ARM lies about $1\frac{1}{2}$ mile S.W. from the Southward Arm; at its entrance is a rocky island, which is joined to the shore by a shoal, over which are 1, 2, and, in some places, 3 fathoms water. This inlet runs in to the southward, about 3 or 4 miles. To enter it, you will do well in keeping the larboard shore on board: it is fitted only for small vessels. Two leagues W. by S. from Middle Arm, is Hawling Point; and between them lie the Pigeon Islands, about which the ground is good for fishing.

WESTWARD ARM lies E.S.E. $\frac{1}{2}$ S. of Hawling Point, and runs up nearly 4 miles; here large vessels may anchor in 18 fathoms water; there is a cove on each side of its entrance; that to the N. Eastward is named Bear Cove, where smaller vessels may moor securely, and ride safe from all winds, in about 12 fathoms water; the other is called Wild Cove, a very indifferent anchorage, open to the N. Westerly winds, and the bottom rocky and foul.

PURWICK COVE.—About 5 leagues down from the River's Head, and near the S.E. side of the Bay, lies Granby's or Mid Bay Island, without either cove or place of shelter; on the S. Eastern part of this island is a shoal running off the length of 2 cables, with not more than 9 feet water over it; and nearly abreast of this island, on the S.E. side of White Bay, is Purwick Cove, where shipping may find safe anchorage, and lie with good conveniences for the fisheries.

Having passed to the southward of Granby's Island, the bay narrows and runs up about 5 leagues towards Gold Cove; where the river branches out into several streams; and is commonly called the River's Head.

SOP'S ARM.—On returning up the western side of White Bay, you will perceive Sop's Island, about 3 miles in length, and 11 miles in circuit; near its southern end is Goat's Island; these form a long passage, or arm, called Sop's Arm; at the northern part of which a vessel may safely anchor, just inside the north side of Sop's Island;

this will be the best side of the channel or passage into the arm; but there is anchorage in deep water between Sop's Island and the main, before you reach so far up as Goat's Island: there is also a small cove at the north end of the island, called Sop's Cove; and two other coves opposite the main, called Hart's Coves, in all which the fisheries are carried on, although ships generally anchor in the upper part of the arm, and within side of Goat's Island.

JACKSON'S ARM lies about 4 or 5 miles to the northward of Sop's Island, to enter which you will pass a ragged point, low and round: the water here is deep, except in a small cove on the starboard side, where a vessel should moor head and stern: this place affords the largest timber in White's Bay. Frenchman's or French Cove, is about a league to the northward of Jackson's Arm, and offers good and safe anchorage.

Four miles to the N. Eastward of Frenchman's Cove, is Coney Arm Head, the most remarkable land on the western side of White Bay, and bears W.N.W. $\frac{1}{2}$ W. distant 6 leagues from Cape Partridge; the land here projects out $1\frac{1}{2}$ mile, forming a deep bight, called Great Coney Arm. In this place there is no good shelter for shipping; but in Little Coney Arm, which lies to the westward of the head, is convenient anchorage for small vessels, although its entrance is too shallow for large ships; here fishing craft frequently rendezvous.

About 3 miles to the north eastward of Coney Arm Head, lies the Great Cat Arm, and 5 miles further is Little Cat Arm; this latter inlet runs up to the westward full 2 miles; off its northern point are some rocks above water, to avoid which, keep nearer to the southern shore; you will find the water deep, and no good shelter, unless you approach the head or further end of the arm, where you will lie secure and land-locked.

LITTLE HARBOUR DEEP, or LA VACHE.—This place is much exposed to south easterly winds, and by no means a good harbour; off its northern point are some rocks, which are always above water; they lie half a mile from the shore, and afford good fishing about their environs; the water is not very deep in any part of this inlet, and when you get up half way from the entrance to the head, or further end, it becomes quite shoal.

GRANDFATHER'S COVE, or L'ANCE L'UNION, is an inlet about 2 miles deep, lying $1\frac{1}{2}$ mile from Little Harbour Deep; this is also open to the southerly winds; and may be known, when near the shore, by the northern point appearing like an island, and bearing N.N.W. $\frac{1}{2}$ N. from Cape Partridge; it is but an indifferent place for shipping, and seldom frequented.

ORANGE BAY, or GREAT HARBOUR DEEP.—This may be known from any other inlet, by the land at its entrance being much lower than any land on the north side of White's Bay, and by its bearing north, distant 5 leagues from Cape Partridge; it forms a large harbour, and when you get about 3 miles within its entrance, divides into three branches; in the northern arm the water is too deep for vessels to anchor, until they have run up near the head; but the middle arm has a good bottom, and safe anchorage in 6 and 7 fathoms water. A little within the entrance of Orange Bay, there is a cove on each side frequented by the fishing vessels; but these are very dangerous for a ship to lie in, for although they moor head and stern, yet

should a gale come on from the eastward, there is little safety to be depended upon.

FOUCHÉE is little frequented, and there is no anchorage until you approach its further end, where you will find a cove on the northern side; this cove is 2 or 3 miles above the entrance, and very small vessels may anchor there in 18 fathoms, mooring head and stern. The land on both sides is extremely high and steep to the shore; there is also another arm running in above 2 miles further than the cove, but it is so narrow, and has such a depth of water, that it is almost useless to shipping.

HOOPING HARBOUR.—About 8 miles to the north-eastward of Fouchée, and a little to the S. Westward of Canada Head, lies the entrance to Hooping Harbour, or Sans Fond: it has two arms or bays, the one running up northward, the other westerly; like many of the adjacent inlets, there is deep water all the way until you get near, to the head of the northern branch, there the bottom is a kind of loose sand, open to the southerly winds, and by no means a safe place to lie in; but in the western arm, a vessel may anchor in a moderate depth with safety.

CANADA BAY.—**CANADA HEAD** lies about 3 miles to the south-westward of Canada Point, or Bide's Head; it is elevated land, and very easily to be distinguished either from the northward or southward, but when you are directly to the eastward of it, it becomes hidden by the high land up the country, commonly called the clouds. The Bay is of considerable size and extent; from Canada Head, its southern entrance, it runs N.N. Easterly full 5 leagues; here vessels caught in easterly gales may seek shelter, and anchor in safety: in entering, when you get above the two rocky islets which lie near Bide's Head, and called the Cross Islands, you will see a low white point, and another low black one a little beyond it; off this latter, distant 2 cables' lengths, lies a sunken rock; keep therefore towards the middle of the Bay, and you will find no danger, except a rock above water, which lies about a mile below the point of the narrows; this you will endeavour to leave on your larboard hand, keeping mid-channel, and you will have 18 fathoms through the narrowest part. Soon after you have passed the narrows, the bay widens, and is above a mile across, and you may then anchor in from 18 to 20 fathoms, good holding ground, and secure from all winds; but this bay is not much frequented, and only occasionally resorted to in case of necessity.

ENGLÉE HARBOUR is situated on the north side of Canada Bay; to sail into this place you must pass a low point, appearing white, and forming the northern point of entrance to Canada Bay; then keep near the shore, until you get abreast of the next point, which makes the harbour; haul round it to the S.E. taking care not to come too near the point, for it should a full cable's length off; having so far advanced you can anchor in from 15 to 7 fathoms, good holding ground; but this is well up the cove, which is too small to lie in, unless you moor head and stern. In Bide's Arm, which runs up N.N.E from Englée, almost 2 leagues, there is no good anchorage, the water being too deep; but within the south end of Englée Island is a good harbour for shallops, although from thence to where the ships lie there is no channel, even for boats, unless at high water, or beyond half-tide.

CONCH HARBOUR bears nearly E.N.E. $\frac{1}{2}$ E. distant 7 or 8 miles from the entrance of Canada Bay; it lies very open to the winds from the south, but has good anchorage well up to the head, in 11 fathoms water, good holding ground. S. by W. from Conch, distant 2 leagues, is Hilliard's Harbour, called by the French Botitot; this is a bad place for shipping, but very convenient for the fishing craft.

CAROUX HARBOUR.—This lies E.N.E. from the harbour of Conch, and bears N.W. by W. from the S. end of the Island of Groais, distant 3 leagues: its northern point is called Cape Rouge; the passage in is narrow, but when you are within it becomes wide, and is divided into two branches, one running to the N.E. the other S.W.; directly in the middle of the S.W. branch is a shoal, on which there is only 7 and 8 feet water, you may sail on either side of this, and anchor in from 20 to 8 fathoms, good holding ground: there is also fair anchorage in the N.E. branch, but it is not considered to be so good as the former.

BELLE ISLE.—This island lies off the N.E. coast of Newfoundland, from which it is separated 9 or 10 miles. It is 8 miles in length and 3 broad; there is a little harbour at its south part; where fishing craft occasionally resort, but not calculated for shipping: other coves may be found about the shores of the island, where shallows sometimes take shelter. Off its south-eastern side lies Green Island, a small rocky islet, and to the southward a bank of soundings extends with 12, 20, 25, and 30 fathoms; there are some rocks, both above and under water, at the S. point of Belle Isle, but these lie close in to the land.

GROAIS ISLAND.—This lies to the north-eastward of Belle Isle, and is about 8 miles in length, and $2\frac{1}{2}$ miles broad; its northern point lying in latitude 51° . Off this end, and also off the N.W. part of the island, are several rocks above water; otherwise this island is bold all round, and between it and the main are from 20 to 70 fathoms water; there are also two islets mid-way; the southern one is commonly called Red Island, they are both steep-to, and without any known danger.

CROQUE HARBOUR bears N.W. from Groais, distant 3 leagues; the entrance is half a mile wide, and somewhat difficult to discover. When the north point of Belle Isle is clear of the southern part of Groais, you will be a little to the southward of Croque, and this mark will not fail pointing out to those unacquainted with this navigation, the fair way to its entrance; especially as the head-land forming the southern shore is bare of trees, and has a round appearance, with some rocks which are always visible, and lie about 40 yards to the S.E. of it. The shores of the harbour are bold-to, and even a frigate may easily work into it; the anchorage is excellent, being good holding ground, of dark slate coloured mud. Having opened the harbour's mouth, steer in N.W. by N. proceed mid-channel, and when you have advanced up about a mile, you will see the river divide into two branches, anchor hereabout. Water and wood can be obtained from either side of the northern branch; or, by running up your boat to the further end of the other arm, you may furnish yourself with both these articles. The land here is covered with the dwarf pine, which is indigenous to the country; the soil appears to have been composed from rotten and decayed leaves; it is wet and spongy, and the trees do not

attain any great dimensions, the largest being not more than a foot and a half in diameter, and the wood, when full grown, not good. There is a little cove at the southern entrance, called Irish Bay, in which are 13, 10, 8, and 5 fathoms; and two rocks above water at the head of the bay, near which is a little rivulet of fresh water.

North-eastward of the Island of Croque lie Negro and St. Julien's Islands, near which are the Harbours of Great and Little St. Julien, and also that of Grandsway: these are all adjacent to the Island of St. Julien, and bear to the north-westward of the northern part of the Island of Gronis. The S.W. end of the Island of St. Julien is but little separated from the main, and cannot be distinguished to be an island, until you arrive very near it; there is at this end no passage, except for boats; therefore, to sail into either of these harbours, you may keep close to the north-east end of the island; and in passing that, the harbours will open to your view.

GREAT ST. JULIEN is the easternmost harbour, to which there is no danger until you get within the entrance; then you will find the starboard shore to be shoal, nearly one-third over; but when you have passed the first stages, you may anchor in from 8 to 4 fathoms water.

To sail into **Little St. Julien** you will first steer for **Great St. Julien's Harbour**, in order to clear a sunken rock, which lies directly before the harbour's mouth; and having arrived opposite the entrance of **Grandsway**, steer into the harbour and anchor in 5 or 4 fathoms water. It will be requisite for all ships which go into either of these harbours to moor both head and stern; but **Grandsway** is not a harbour for shipping, although it is extremely convenient for fishing craft.

HARK BAY is supposed to afford many places of excellent anchorages, and good fishing conveniences; the shore clear of dangers unless close to the land, with the exception of the **Braha Shoal**, lying about $4\frac{1}{2}$ miles from the land, opposite to a bay of the same name; it is small, and, in bad weather, the sea breaks violently over it.

ST. LUNAIRE.—At the southern point of the entrance of **St. Lunaire** lie two islands, between which there is but a narrow boat passage: the only channel for ships is to the northward of them: it is almost half a mile wide, and both shores bold-to; having entered between the points of the bay, you will perceive some small rocky islets a-head of you, there is a passage on either side of these, but none between, for they are connected by a rocky reef of shallow water: you will, therefore, steer to the northward of them all; and on the northern shore you will see **Amelia Harbour**, where, within **Red Island**, you may anchor in 15 fathoms, or further in, and nearer the head of the bay, in less water; the starboard side of this bay is rocky, and it is sheltered from the westward by some high islands, but toward the top of the bay is a sandy beach, where some small brooks empty themselves.

To the northward of **High Island** is a sandy cove, having some little islets within it; but the depth is shallow, and there is a knowl of 3 fathoms lying before its entrance. To the westward is an opening, called **N.W. Bay**, the land on both sides being high, and the passage into it clear of danger; but its further end becomes suddenly very shallow; there is also another narrow entrance to the **N.W. Bay**, behind a high island, which forms its southern boundary; but this is

rocky, and fit only for boats. Between this high island and the two islands at the entrance of Lunaire Bay, is a wide space with very good anchorage, in 15, 18, or 20 fathoms water; here vessels may lie secure from south-easterly gales; but in going to it you must avoid a rock of only 10 feet water: this rock lies to the westward of Plate Island about a quarter of a mile, and exactly the same distance from the eastern point of the high island which forms the southern boundary to N.W. Bay. There is also an opening to the southward, called S.W. Bay; it has not been explored, but its entrance appears to be clear of danger, and has a depth of 9, 8, and 7 fathoms; the shores on each side are rocky.

GRIGUET BAY is formed by Stormy Cape to the northward, and White Cape to the southward; having several good coves or harbours for shipping engaged in the fisheries. In this bay lies Camel's Island, rising up in the middle like the hump of a camel, and scarcely to be distinguished from the main land in sailing along. Behind this Island is situated the S.W. Harbour; a narrow channel, running in nearly 2 miles, with from 4 to 10 fathoms water in it; there is a shoal at its entrance; but this place is not sufficiently known for us to attempt giving directions for its navigation. The **NORTH HARBOUR** runs in within Stormy Cape; and has, at its entrance, a rock above water, which is bold-to all round, and vessels may sail on either side of it, and anchor in 6 fathoms water.

In the passage which leads to the N.W. and S.W. Harbours, there is an island which contracts the channel, rendering the passages narrow; the best and safest entrance is to the northward of this island, giving the outer point of the N.W. Harbour a little berth, and so soon as you get within the island you will open both harbours; that which runs in N. Westward is the larger of the two, and is 2 miles deep; you should sail up on its western side, having 14, 16, and 18 fathoms, until you get inside the point, a little within which is a bank of 7 or 8 fathoms, but when you have passed over this, you will again drop into 16 and 17 fathoms; and as you approach the head of the Bay you will lessen your water to 7, 6, and 5 fathoms, every where good anchorage, and well sheltered from all winds. The two islands of Griguët lie outside of Camel's Island, and, together, form between them several small but snug harbours for fishing vessels.

WHITE ISLANDS.—The White Islands lie to the north-eastward of Stormy Cape, from which they are distant 1 league, and about 2½ miles from the shore opposite; they are small, of moderate height, and have several rocks inside both above and under water, but these are not considered to be dangerous, as they are easily discoverable even in fine weather, and the passage between them and the main is very safe.

QUIRPON ISLAND.—This lies off the north-eastern part of Newfoundland, and forms the S.E. point of entrance to the Strait of Belle Isle: it is large, high, and barren, and Cape Degrat is visible, in clear weather, full 12 leagues to seaward.

There is a narrow channel which runs in to the southward of Quirpon, and divides it from the main; here lies Little Quirpon Harbour, to enter which there is no danger but what you will easily perceive; vessels commonly moor head and stern, and lie there perfectly secure.

DEGRAT and PIGEON COVES lie on the eastern side of Quirpon

Island, and to the northward of Cape Degrat; at their entrance are several small rocky islets and rocks above water, affording behind them very fair security for shipping, in 4 fathoms water, and good conveniences for fishing.

BAULD CAPE, which is the northern extremity of Quirpon Island, lies in latitude $51^{\circ} 39' 45''$ N. and in longitude $55^{\circ} 27' 50''$ W.; it is rocky and steep-to, and may be approached very near with great safety; having rounded this cape you will perceive a rocky point to the southward leading to the **HARBOUR OF QUIRPON**, which lies on the N.W. side of the island, and its entrance is between it and Grave's Island; in your approach towards it from the northward you may borrow as close as you please to Bauld Head, there being no invisible danger until you arrive at the entrance to the harbour, where there are some shoals which must be left on your larboard side: to do this keep Black Head, on Quirpon Island, open of all the other land, until Raven Point comes over Noddy Point, then haul in for the harbour, going not nearer than the distance of half a cable's length from the point of Grave's Island; the anchorage within the island is every where good, with room and depth enough for any ships, and the ground holds well.

The best place to ride in will be towards the upper end of Grave's Island, abreast of Green Island, in 9 fathoms water; the passage to the Inner Harbour, on either side of Green Island, is very good for ships of moderate water, through which you will have 3 fathoms, and above Green Island you have excellent riding in 7 fathoms. There is also a passage to this harbour through Little Quirpon Harbour, but it is too narrow and intricate for any one to attempt, unless they are perfectly acquainted with the navigation. In and about Quirpon are conveniences for a great number of vessels employed in the fisheries, and good fishing throughout; the land every where is high and wears a barren appearance.

NODDY HARBOUR lies a little to the westward of Quirpon Harbour, and runs in between Noddy Point and Cape Raven; there is no danger in entering, and you will pass to the starboard of the little island that lies about a mile within the entrance, and anchor above it in 5 fathoms water; or you may, with a small vessel, run further up into the bason, and anchor in $2\frac{1}{2}$ or 3 fathoms; here is a stage within the island, and on the eastern side of the harbour, with convenient room for many vessels.

The **GULL ROCK** lies W.N.W. from Bauld Cape in the Island of Quirpon, distant $2\frac{1}{2}$ miles; and N.N.E. $\frac{3}{4}$ E. nearly 3 miles from Cape Raven; it is always above water. **MARIA'S LEDGE** lies nearly S.W. from the Gull Rock, distant 2 miles, and N. by E. $1\frac{1}{2}$ mile from Cape Raven, being distant about a mile from Maria's Head.

In standing in from the northward you need not fear any danger from the Gull or Maria's Rocks, for both are above water, the passage between them is half a league wide, and very safe; it will however be prudent to pass nearer the Gull Rock, because of the N.W. Ledge, which never appears but in bad weather; this N.W. Ledge bears west a little south, distant $1\frac{1}{2}$ of a mile from the Gull Rock, and you should not attempt the passage between it and the main, on account of other rocks that are said to lie about, and places of shallow water.

GREAT SACRED ISLAND lies about N.W. by W. $\frac{1}{4}$ W. from Bauld

Cape, distant $5\frac{1}{2}$ miles, and S.E. by E. $\frac{1}{4}$ E. from Cape Norman nearly 13 miles. *Little Sacred Island* is 1 mile to the southward of the great island, the passage between them is safe, and you may sail round both, for they are high and bold; within them, on the main, and to the W.S. Westward, is Sacred Bay, tolerably large, with numerous rocky islets within it: the shores of this place abound with wood, and, therefore, it is much resorted to for the use of the fisheries at Quirpon and Griguet, &c.

HA-HA BAY.—Cape Onion forms the north point of Sacred Bay, being high and steep, near it is a remarkable rock, called the Mewstone, and much resembling that in Plymouth Sound. There is a little cove to the southward of this rock, where a vessel may occasionally resort to with safety. From Cape Onion to Burnt Cape the course is W. $\frac{3}{4}$ N. about 6 miles, it has a white appearance, and rises from the seaward to a considerable height. On the eastern side of Burnt Cape is Ha-ha Bay, which runs in southerly about 2 miles, it lies open to northerly winds, but when you are within the cape you will find anchorage in 6 or 7 fathoms, or you can go further up and ride well sheltered in 3 or $2\frac{1}{2}$ fathoms. This is a convenient place for the fisheries and has plenty of wood.

PISTOLET BAY.—This bay lies between Burnt Cape and the Norman Ledges, which bear from each other N.W. by N. and S.E. by S. distant 8 miles; the bay is extensive, and reaches several miles each way, having good anchoring ground in most parts, particularly on the western side, a little above the islands, in about 5 fathoms water; the shore is tolerably well furnished with wood, and contributes to supply those places which are destitute of that article.

COOK'S HARBOUR lies in the N.W. part of Pistolet Bay, and within the islands, about 2 miles above Norman Ledge Point. These ledges are about 1 mile to the eastward of the north point: to clear these dangers as you enter, be sure to keep Burnt Cape well open of the outer rocks, that lie off the islands at the western entrance to Pistolet Harbour, and if going in, so soon as you consider yourself to be to the southward of these ledges, steer in for the harbour, leaving the islands and rocks on your larboard side; keep the southern shore on board, for fear of a ledge of rocks that juts out from a little rocky island on the other side; and so soon as you get within the island, haul over for the northern shore, and anchor in 4 or 5 fathoms water.

BELLE ISLE.—This island, which lies at the entrance of the strait to which it communicates its name, should be called the Northern Belle Isle, to distinguish it from those we have already described, lying to the southward; it is about 8 miles long and 3 broad, or 7 leagues in circumference, being distant from Bauld Head in Quirpon Island about 14 miles, and from the coast of Labrador 12 miles; it is moderately high, and wears a uniform sterile appearance. On its N. Western shore, there is a small harbour called Lark Cove or Harbour, lying within an island almost close to the land, and fit only for small craft; and at the eastern side of the island is another cove called Batteaux Creek, frequented occasionally by shallops. About 2 miles to the north-eastward of this island lies a ledge of rocks, part of which appear above water, and over these the sea breaks very high; this is called the N. E. Ledge, you will have 15 and 20 fathoms close to it, and 55 between it and the north part of the island. The soundings

about this Belle Isle are very irregular ; near the island you will seldom find less than 20 fathoms, except on a small bank, said to lie to the northward, distant 4 miles from its N. Eastern part, whereon is only 5 fathoms. The northern part of this island is said to lie in about the latitude of $51^{\circ} 57' N$.

CAPE NORMAN is the northernmost point of Newfoundland, being of a moderate even height, and very barren appearance, which continues far inland ; it is about a league to the N. Westward of the ledges : from Cape Norman the shores of Newfoundland turn S. Westerly, and will be described hereafter.

SECT. II.—SOUTH COAST OF NEWFOUNDLAND

PLACENTIA BAY.

The entrance into Placentia Bay is formed by Cape Chapeau Rouge on the west side, and Cape St. Mary on the east side, they bear E.S.E. and N.N.W. from each other, distant about $16\frac{1}{2}$ leagues.

CAPE CHAPEAU ROUGE, or the Mountain of the Red Hat, is the highest and most remarkable land on that part of the coast ; it appears above the rest somewhat like the crown of a hat, and, in clear weather, may be seen 11 or 12 leagues.

GREAT AND LITTLE ST. LAURENCE.--These harbours lie close to the eastward of Cape Chapeau Rouge. To sail into the former, which is the westernmost, you should be careful with westerly, and particularly with S.W. winds, not to come too near the Hat Mountain, in order to avoid the flurries and eddy winds under the high land. There is no danger but what lies very near the shore, and the course in is first N.N.W. till you open the upper part of the harbour, then N. $\frac{1}{2}$ W. to the head of it. The best place for great ships to anchor is before a cove on the east side of the harbour, a little above Blue Beach point, which is the first point on the west side ; where you may lie in 12 or 13 fathoms water on good ground, only two points open. There is also anchorage any where between this point and the point of Low Beach on the same side near the head of the harbour, observing, that the ground near the west shore is not so good as the ground on the other side. Fishing vessels lie at the head of the harbour above the beach, sheltered from all winds.

LITTLE ST. LAURENCE is about a mile to the eastward of Great St. Laurence. To sail into it you should keep the west shore on board, in order to avoid a sunken rock which lies a little without the point of the Peninsula, which stretches off from the east side of the harbour. The best anchorage is in 3 or 4 fathoms water, on a fine sandy bottom, above the Peninsula, which shelters you from all winds ; there is also anchorage without the Peninsula in 12 or 14 fathoms, on good ground, but entirely open to the S.S.E. winds. In these harbours are good fishing conveniences, and plenty of wood and water.

GARDEN BANK, on which there are from 7 to 17 fathoms water, lies about two-thirds of a mile off the entrance of Little St. Laurence.

Blue-Beach Point on with the east point of Great St. Laurence, is a mark for it.

SAUKER HEAD is a high hill in shape of a sugar loaf, off which lie some sunken rocks, about a cable's length from the shore; it lies $3\frac{1}{2}$ miles E. $\frac{1}{2}$ N. from Cape Chapeau Rouge; and from Sauker Head to Small Point, which is the lowest land hereabout, the course is E. $\frac{1}{2}$ N. and the distance 2 miles. From Small Point to Corbin Head, which is very high bluff land, the course is N.E. and the distance $2\frac{1}{4}$ miles.

CORBIN HARBOUR, which is tolerable good for small vessels, lies 1 mile to the northward of Corbin Head. The best anchorage is in the north arm, at about half a mile within the entrance, opposite a cove on the starboard side. Vessels bound for this harbour must be careful to avoid a small shoal with only 2 fathoms water on it, which lies near a quarter of a mile to the eastward of the south point of the entrance into the harbour. There is another rock, called Old Harry, which lies east about a quarter of a mile from the north point of the entrance of the harbour, on which the sea almost always breaks, not having depth sufficient at low water for a boat to go over it.

CORBIN ISLAND lies 2 miles from Corbin Head, and 1 mile farther on the same course lies Little Burin Island; the former island has very much the appearance of Chapeau Rouge, when coming in with the land in hazy weather. These islands are both high, and are little more than a cable's length from the main; but there is a depth of from 7 to 14 fathoms, and ships which may fall in here in a fog may occasionally sail within them, as there is no danger but what can be seen.

From Corbin Head to Cat Island, the course is E.N.E. $3\frac{1}{2}$ miles; this is a high round island, which lies near the south end of Great Burin Island.

GREAT BURIN ISLAND lies nearly north and south, it is nearly 3 miles in length, and high land; near its north end is another high island, about three quarters of a mile in length, called Parly's Island; within these islands on the main lie the harbours of Great and Little Burin.

BURIN BAY lies 1 mile N.N.E. of Little Burin Island: in this bay are two islands, one of which is low and barren, and called Poor Island, the other is high and woody, and lies before the mouth of Burin Inlet, which runs up to the northward $5\frac{1}{4}$ miles. Vessels may pass on either side of this island up the inlet; a little within the entrance on the east side, at about one-third of a cable's length from the shore, is a rock covered at three-quarter flood, to avoid which, edge over toward the west shore as soon as you are within the woody island.

There is another rock near the middle, about $1\frac{1}{2}$ mile from the entrance, to the westward of which is very good anchorage, in from 7 to 15 fathoms water; above which 2 miles, there are from 15 to 22 fathoms, and thence to the head from 10 to 5 fathoms.

Shalloway Island lies N.N.W. $\frac{1}{2}$ W. nearly a mile from Cat Island, and N.E. by E. $1\frac{1}{4}$ mile from Little Burin Island.

The south-west entrance into Great Burin Harbour is formed by Shalloway Island and the Neck Point, and is full a quarter of a mile wide. The course in from Burin Bay is about E. $\frac{1}{2}$ N. and by giving Poor Island on the larboard side a berth you will avoid all danger. When you are past the points which form the entrance, the course up

the harbour, which is nearly one-third of a mile wide, is N.N.E. $1\frac{1}{2}$ mile, up to Ship Cove, where it is full half a mile wide every way, and in which is the best anchorage. Vessels may also anchor in safety between Shalloway Island and Great Burin Island, pointed out by an anchor in the chart, in from 12 to 18 fathoms water.

There are only two dangers within Great Burin Harbour, which do not appear above water; the first is a sunken rock on the eastern shore, about half way up the harbour, and at about half a cable's length directly off a remarkable hole in the cliff on that shore, called the Oven; there is also directly opposite, on the western shore, a remarkable gulley in the land, from the top to the bottom. By keeping Little Burin Island shut in with Neck Point, you will go clear to the westward of it. The other rock has only $2\frac{1}{2}$ fathoms on it, and lies a large cable's length to the southward of Harbour Point, which is low and green, and is joined to Great Burin Island by a long narrow sandy neck.

THE HARBOUR OF LITTLE BURIN lies half a mile to the northward of Ship Cove, and is an excellent harbour, having from 8 to 10 fathoms water, good bottom. The passage into it is narrow, but safe, lying between two islands, there being no danger but within 30 or 40 yards of the small low island, which you leave on your starboard hand going in.

The Eastern Passage into Burin Harbours is not very safe to sail in through without a commanding gale, and that between the N.N.E. and S.E. In coming from the southward, steer such course as will carry you a mile to the eastward of Iron Island, in order to avoid the White Horse Bank, on which the sea breaks in blowing weather, but on which there is water sufficient for any ship, and when the north point of Pardy's Island comes open to the northward of Iron Island, you may steer right in for it, leaving Iron Island on your larboard side, and you will avoid all danger. It is necessary to observe, that with the afore-mentioned winds there is commonly a great swell setting toward the shore on the starboard side going in: therefore, in case of little winds, (which often happens when you are past Iron Island,) endeavour to borrow on Pardy's Island, except the wind be from the N.E.

IRON ISLAND is a small high island, lying N.E. $\frac{1}{2}$ E. one league from the S.E. point of Great Burin Island, and E.S.E. $1\frac{1}{2}$ mile from the north part of Pardy's Island. Vessels bound for the harbours of Burin may pass on either side of Iron Island, the only danger passing to the northward is the Brandy's, which almost always break; they lie near a quarter of a mile to southward of a low rock above water, close under the land of Mortier West-head; if the wind should take you a head after you are within Iron Island, take care to keep Mortier West-head open to the westward of Iron Island, in order to avoid Gregory's Rock, on which is only 2 fathoms water. The marks to carry you on this rock is to bring the Flag-staff on St. George's Island, in the centre of the passage, between Great Burin and Pardy's Islands, and Mortier West-head on with the west side of Iron Island; this rock almost always breaks; vessels may pass with safety between this rock and Iron Island, taking care to give Iron Island a berth of one cable's length.

GALLOPING ANDREW.—On the main within Pardy's Island, are

two remarkable white marks in the rocks; the northernmost of these marks brought on with the north part of Pardy's Island and Mortier West-head, open to the eastward of Iron Island, bearing N.E. $\frac{1}{4}$ N. will lead on the Galloping Andrew, a shoal on which is 5 fathoms water.

THE WHITE HORSE, a shoal on which is 8 fathoms water, lies S.S.W. 1 mile from Iron Island. The northernmost of the before-mentioned white marks just open of the south end of Iron Island will lead on it. **Dodding Rock** lies about a quarter of a mile from the easternmost part of Great Burin Island.

MORTIER BANK lies S.E. by E. 2 leagues from Iron Island, and S.W. $\frac{1}{4}$ W. 5 leagues from Cape Judas, the shoal part of this bank is about 1 league over. On it I had not less than 7 fathoms water, but by the fishermen's account, there is not more than 4 fathoms on one part of it; in bad weather the sea breaks very high on it.

LITTLE MORTIER BAY.—About a mile westward from Mortier West-head is Little Mortier Bay. On the west side, near the entrance, lies a small round island, called Mortier Island. Close to the first point, beyond this island on the same side, is another small island, and about a cable's length and a half from this island, in a line for Mortier Island, is a sunken rock, on which the sea breaks in bad weather. At the bottom of the bay, on the east side, lies Fox Cove, in which is very good anchorage in 9 fathoms water, abreast of a cove on the starboard side. The harbour of Little Mortier lies on the west side, is a tolerable good harbour for small vessels, but they must moor to the shore: in the entrance you have 7 fathoms water, but only 2 in the harbour: off the starboard point going in, is a rock which is covered at high water.

Croney Island lies about $1\frac{3}{4}$ mile N. Eastward of Mortier East Point; it is a high round island, and lies close to the shore.

MORTIER BAY.—Two miles and a half from Croney Island is the entrance into Mortier Bay, and on the west side of the entrance is a small harbour, called Boboy, in which there is only 9 feet water at low water. The course into Mortier Bay is north for about 2 miles, and is three quarters of a mile wide, in which you have from 50 to 70 fathoms water, the land on each side being high; it then runs to the westward about 2 miles, and is near 2 miles wide. In the S.W. corner of the bay is a river, which runs to the S.W. about $5\frac{1}{2}$ miles. On the east side, at about 3 miles from the entrance, is an exceeding good harbour, called Spanish Room, in which you may anchor in from 4 to 6 fathoms water, good bottom, and lie secure from all winds. There is not the least danger in sailing into this harbour, giving the low rocks above water at the entrance on the larboard hand a berth of one cable's length.

ROCK HARBOUR lies 2 miles to the E.N.E. of the entrance into Mortier Bay, it is fit only for boats, by reason of the infinite number of rocks in it, both above and under water.

JOHN THE BAY.—From Mortier East Point to John the Bay Point, the course is N.E. $\frac{1}{4}$ E. distant 8 miles; between John the Bay Point and Rock Harbour, lie two sunken rocks, half a mile from the shore. Two miles to the N.N.W. of John the Bay Point lies John the Bay, in which is tolerable good anchorage in about 8 fathoms water, with sandy bottom.

THE SADDLE BACK is a small island lying E.N.E. 8 leagues from

Corbin Head, E. by N. 16 miles from Mortier West Point, and E.S.E. $\frac{1}{2}$ E. 3 leagues from John the Bay Point: between it and the main are a great number of rocks and Islands, which render this part of the coast very dangerous: there is a chain of rocks lying $1\frac{1}{2}$ mile to the N.E. by E. of the Saddle-back.

CAPE JUDAS is an island about 2 miles and a third in length, and $1\frac{1}{2}$ mile in breadth; it lies $1\frac{1}{2}$ mile to the N. of the Saddle-back; on the south end of it is a remarkable round hill, which is called the cape. Between this island and the main are a cluster of islands and low rocks, with a great number of sunken rocks about them, called the Flat Islands, the innermost of which lies about 1 mile from the main.

AUDIERNE ISLAND.—AUDIERNE ISLAND lies half a mile to the northward of Cape Judas, on the west side of which is a tolerable good harbour; vessels bound for this harbour may pass between Cape Judas and Audierne Island, and between Crow and Patrick's Island, which are two small islands lying off the S.W. point of Audierne Island; about one cable's length from Audierne Island, to the southward of the harbour, is a sunken rock; the mark for avoiding it in coming from the southward is, not to haul in for the harbour till you open a remarkable green point on the south side of the harbour; the best anchorage is on the north shore, just within a small island. There is a spit of rocks stretches off the Green Point on the south shore, which are covered at high water.

Off the east point of Audierne Island is a small island, called Ford's Island; on the west side of which is a sunken rock, about one cable's length from the island, and another on the east side, both of which almost always break.

BROAD COVE lies on the main W.N.W. $5\frac{1}{2}$ miles from Ford's Island; in this cove is exceeding good anchorage, in 8 or 9 fathoms water.

CROSS ISLAND lies $2\frac{1}{2}$ miles to the N.N.W. of Ford's Island, is about $3\frac{1}{4}$ miles in length, and 1 mile in breadth, is high woody land: between this island and the main are several other islands. Bane Harbour lies on the main within these islands, is an exceeding good harbour for small vessels; the passage into it is very narrow, and hath in it 2 fathoms water: but when in, there is sufficient room to moor in 3 fathoms, good bottom.

BOAT HARBOUR lies about 1 mile to the northward of Cross Island, and runs up N.E. 1 league, with deep water to about half a mile of the head; close round the eastern point of Boat Harbour lies Bay de Leau, which runs in N.E. $\frac{1}{2}$ E. better than a league.

LONG ISLAND is $3\frac{1}{2}$ miles long, and half a mile broad; is high land, making in several peaks; the south point of it lies N.E. by E. 2 leagues from the Saddle-back, and S. E. by E. 3 miles from Ford's Island.

N.N.W. 2 miles from the south point of Long Island, and E. by N. $1\frac{1}{2}$ mile from Ford's Island, lies a small Green Island, which has a shoal all round, near one cable's length.

GREAT GALLOWS HARBOUR.—From Green Island N.N.W. 2 miles and a half, and about 3 miles from Ford's Island, lies Great Gallows Harbour Island, which is a high land. Vessels may pass on either side of this island into Great Gallows Harbour, which

lies 1 mile to the N.E. of the island ; in this harbour is exceeding good anchorage in 7 fathoms water, on the starboard side, just within a low stony point, taking care to give the point a small berth, in order to avoid a rock which is covered at high water.

LITTLE GALLOWES HARBOUR lies close round to the eastward of Great Gallowes Harbour, and is only fit for small vessels, which must lay moored to the shore, above a rock which is above water, on the larboard hand. Little Gallowes Harbour Island lies before the mouth of the harbour.

CAPE ROGER HARBOUR lies close to the westward of Cape Roger, which is a high round barren head, lying N. $\frac{3}{4}$ E. $3\frac{1}{2}$ miles from the south point of Long Island. There are several low rocks and islands lying off the east point of the entrance; in the harbour, $1\frac{1}{2}$ mile within the entrance on the west side, lies a small island, to the northward of which between it and the main is very good anchorage in 7 or 8 fathoms water; or you may run farther up, and anchor in 6 or 7 fathoms.

One mile and a quarter to the eastward of Cape Roger Harbour lies Nonsuch; there are several islands lying in the mouth of it, and no safe anchorage till you get within all of them.

PETIT FORT is a very good harbour, having in it from 14 to 7 fathoms water, good bottom; the entrance into it is better than a quarter of a mile wide, and lieth N.E. 5 miles from the south point of Long Island, and N. by E. 2 miles from the north point of Long Island. There is not the least danger in sailing into this harbour; the best anchorage is on the starboard side. The S.E. winds heave in a great swell on the west shore when they blow hard.

PARADISE SOUND.—One mile to the eastward of Petit Fort lies the entrance into Paradise Sound, which runs up N.E. by E. $4\frac{1}{2}$ leagues, and is about 1 mile broad; in it is very deep water, and no safe anchorage till you get near the head of it. Just within the entrance on the east side is a cove, in which are several rocks above water, and 10 fathoms water, but not safe to anchor in, the bottom being rocky.

From Corbin Head to Marticot Island, the course is E.N.E. $\frac{1}{4}$ E. $11\frac{1}{2}$ leagues nearly; this course will carry you just without the Saddle-back. Between Marticot and the main is Fox Island; there is a safe passage for vessels between these islands, with not less than 9 fathoms water, but no passage between Fox Island and the main. On the main within Marticot Island lie the harbours of Great and Little Paradise. The harbour of Great Paradise is only fit for boats. The harbour of Little Paradise lies 1 mile to the northward of the east point of Marticot Island; the only safe anchorage is in a cove at the head on the larboard side; here they lie moored to the shore, and are entirely landlocked.

LA PERCHE.—One mile to the north-eastward of Little Paradise lieth La Perche, in which is no safe anchorage, the ground being bad, and lies entirely exposed to the south-east winds.

BLACK ROCK.—E. 2 miles from Marticot Island, is a rock above water, called the Black Rock; and a quarter of a mile within this rock lieth a sunken rock. N.N.E. $2\frac{1}{2}$ miles from Black Rock lies Presque: in it is very deep water, but no safe passage into it by

reason of a number of rocks, both above and under water, lying before the entrance.

MERASHEEN ISLAND.—E.S.E. $3\frac{1}{2}$ miles from Presque, and E. by N. 6 leagues from the Saddle-back, lies the west point of Merasheen Island; this island is high, and runs to the N.E. by E. better than 6 leagues, and is very narrow; the broadest part not being more than 2 miles. At the south part of the island, near the west end, is a very good harbour, but small, in which is from 6 to 10 fathoms water. To sail into it, keep the starboard shore on board, in order to avoid a sunken rock that lies one cable's length off a ragged rocky point on the larboard hand going in.

INDIAN HARBOUR lies on the east side of Merasheen Island, at about 10 miles from the south point: this harbour is formed by a small island, on either side of which is a safe passage into it: the only anchorage is to the westward of the island, between it and the main, and here the ground is uncertain.

The Little Isle of Valen lies N. by E. 2 miles from the west point of Merasheen Island; it is high and round, and lies within about half a mile of the main. One third of a mile from the Little Isle of Valen lies the Great Isle of Valen, on the S.E. part of which is a small harbour.

CLATISE HARBOUR.—On the main, within the Great Isle of Valen, lies Clatise Harbour; the entrance into it is about half a mile wide; in it is 40 or 50 fathoms water. The best anchorage is in the west cove, which is 1 mile long, but not a quarter of a mile broad; in it is from 17 to 20 fathoms water, good bottom. Grammer's Rocks are low rocks above water, and lie $1\frac{1}{2}$ mile from the north end of the Great Isle of Valen.

LITTLE SANDY HARBOUR.—This is a tolerable good harbour; in it you have 6 and 7 fathoms water, good bottom; in the mouth of which is a low rock above water. Vessels bound for the harbour must pass to the northward of this rock. This harbour may be known by the island called Bell Island, which lies S.E. $\frac{1}{2}$ E. $1\frac{1}{2}$ mile from the mouth of it, and N.E. by N. 13 miles from the west point of Merasheen Island; off the south point of the island is a remarkable rock, resembling a bell with the bottom upwards.

GREAT SANDY HARBOUR lies 1 mile to the northward of Little Sandy Harbour; the passage into it is narrow, but in it you have 6 or 7 fathoms water: there are two arms in this harbour; one running to the S.W. which almost dries at low water, the other running to the N.E. in which is a tolerable good anchorage. There are several low rocks and islands lying before this harbour.

BARREN ISLAND is about $3\frac{1}{2}$ miles long, and 1 mile broad; is high land, and lieth better than 1 league from the north part of Merasheen Island, and about half a mile from the main. On the east side of this island, near the south end, is a cove, in which is tolerable good anchorage in from 10 to 16 fathoms water. Along the west side of this island, between it and the main, is very good anchorage. On the main, opposite the north end of Barren Island, lies La Plant, a harbour only fit for boats.

From Barren Island, are a string of islands quite to Piper's Hole, which lies 3 leagues from the north part of Barren Island. These

islands are about half a mile from the main, having from 17 to 7 fathoms water, good anchorage all the way to Piper's Hole.

CAPE ST. MARY is the east point of the entrance into Placentia Bay; it is a pretty high bluff point, appearing somewhat like Cape St. Vincent, on the coast of Portugal; a little to the northward of the cape is a small cove, where fishing shallops shelter from the easterly and southerly winds. The land from Cape St. Mary to Placentia is pretty high and even; but over Placentia and to the northward of it, the land is very high and uneven, with many peaked hills. S.E. $\frac{1}{2}$ E. $7\frac{1}{2}$ miles from the cape lie St. Mary's Keys, which are two rocks just above water, and on which the sea almost always breaks.

BULL and Cow Rocks are a cluster of rocks above water, lying S.E. by S. 2 leagues from Cape St. Mary, about $1\frac{1}{2}$ mile from the main, and W.N.W. $2\frac{1}{2}$ miles from Point Lance, which is a low ragged point, and is the west point of the entrance into St. Mary's Bay: at about one-third of the distance from the main to the Bull and Cow Rocks is a sunken rock, which shows above water at half ebb. From Cape St. Mary to Point Breme, the course is N. by E. $\frac{1}{4}$ E. $7\frac{1}{2}$ miles.

VIRGIN ROCKS.—From Point Breme to the Virgin Rocks, the course is N.E. $\frac{1}{4}$ E. distance $11\frac{1}{2}$ miles: these rocks show above water, and lie about 1 mile from the main. A little to the southward of these rocks there are some whiteish cliffs in the land, by which that part of the coast may be known, on falling in with it, in thick weather.

PLACENTIA ROAD.—From the Virgin Rocks to Point Verd, the course is N.E. by E. $\frac{1}{2}$ E. distance $5\frac{1}{2}$ miles: this is a low green point, and is the south point of the entrance into the Road of Placentia. To sail into the road coming from the southward, keep 1 league from the shore, in order to avoid the Gibraltar Rock, which lies W.S.W. from Point Verd, about $2\frac{1}{2}$ miles, with 16 feet water on it. Near the bottom of Placentia Road, on the north shore, at the top of a hill, stands a castle, which is distinguishable far out at sea. So soon as the castle comes open to the northward of Point Verd, you may haul in for the castle, taking care to give Point Verd a berth of near 2 cable's length; and by keeping your lead going, you may borrow on the flat, which lies on the south shore, into the depth of 4 fathoms; the soundings throughout are gradual. The best anchorage in the road is under the castle hill, in about 6 fathoms water. The entrance into the harbour is very narrow; in it you have $3\frac{1}{2}$ fathoms water; after you are within the narrows, it is about one-third of a mile broad, and about $1\frac{1}{2}$ mile long: here you may anchor in perfect safety, in 6 or 7 fathoms water.

RED ISLAND.—From Mortier-head to Red Island, the course is E. by N. $\frac{1}{4}$ E. $12\frac{1}{2}$ leagues. Red Island is high barren land, about $4\frac{1}{2}$ miles long, and $2\frac{1}{2}$ miles broad; the south point lies N.N.W. 11 miles from Placentia Road. On the east side, near the north end, is a small harbour, which is only fit for shallops.

POINT LATINA lies about 5 miles to the northward of Placentia Road; between these places the land is low, and even near the sea, but just within it high and ragged; there are several sunken rocks lying along the shore about half a mile off. Point Roche lies better than 1 mile to the eastward of Point Latina. There is a shoal stretches off Point Roche better than a quarter of a mile.

LITTLE PLACENTIA HARBOUR.—S.S.E. $\frac{1}{2}$ S. $1\frac{1}{2}$ mile

from Point Roche is the entrance into Little Placentia, which runs up W. $\frac{1}{2}$ S. about $1\frac{1}{2}$ mile, and is near half a mile broad; there is exceeding good anchorage in this harbour, in a cove on the north shore; this cove may be known by the west point being woody, and the land to the eastward being barren; off the east point of the cove lies a shoal for near one-third of the distance over to the south side of the harbour; in this cove is 7 and 8 fathoms water.

From Point Latina to SHIP HARBOUR, the course is E. distance $5\frac{1}{2}$ miles; this harbour runs up north $2\frac{1}{2}$ miles, and is about a quarter of a mile broad; the best anchorage is in a cove on the west side, in about 10 fathoms water, at about 1 mile from the entrance.

FOX ISLAND is small and round; it lies N.E. $\frac{1}{2}$ N. 3 miles from Point Latina, and N.W. by W. 1 league from Ship Harbour Point, which is a low stony point, lying about $1\frac{1}{2}$ mile to the westward of Ship Harbour; between Fox Island and this point are a range of rocks, which in bad weather break almost quite across. N.N.W. $1\frac{1}{2}$ mile from Fox Island, is a steep rock above water, called Fishing Rock; north $1\frac{1}{2}$ mile from Fishing Rock lies a sunken rock, called Rowland's Rock, which almost always breaks.

THE RAM ISLANDS.—These are a cluster of high islands, lying about 3 miles to the N.E. $\frac{1}{2}$ E. of Fox Island. E. 3 miles from the south point of Ram Islands is the entrance into LONG HARBOUR; there is not the least danger in sailing into it: the best anchorage is on the north side, to the eastward of Harbour Island, between it and the main; here you will lie secure from all winds in 7 or 8 fathoms water.

Little Harbour is north about 5 leagues from Ram Islands; there are several low islands and rocks along shore between these places, which I had not an opportunity of examining; but was well informed there is not the least shelter for vessels, nor scarcely for boats, along that coast. Little Harbour is small, with 7 fathoms water; the ground is bad, and lies entirely exposed to the S.W. winds, which heaves in a very great sea.

LONG ISLAND.—From Point Latina to the south point of Long Island, the course is N. $\frac{1}{2}$ E. $13\frac{1}{2}$ miles; this island is near 3 leagues long, in high land, the south point being remarkable high steep rocks. On the east side of the island, about $2\frac{1}{2}$ miles from the south point, lies HARBOUR BUFFET, which is tolerably good; the entrance to it is narrow, but has 13 fathoms water in it. There are two arms in this harbour, one running to the westward, the other to the northward; the best anchorage is in the north arm, in about 15 fathoms water. This harbour may be known by the islands that lie in the mouth, and to the southward of it, and by Harbour Buffet Island, that lies E. $\frac{1}{2}$ S. 1 mile from the entrance. To sail into it you must pass to the northward of the islands in the mouth.

MUSCLE HARBOUR.—About $3\frac{1}{2}$ miles from the south point of Long Island, on the west side, lieth Muscle Harbour. Vessels bound for this harbour may pass between Long Island and Barren Island, which is a high barren island about 1 mile and a third long, and about one-third of a mile from Long Island. The entrance into the harbour lies opposite the north end of Barren Island, and is between a low green point on your starboard hand, and a small island

on your larboard hand; this harbour is $1\frac{1}{2}$ mile long, and half a mile broad, and in it is from 10 to 22 fathoms water, rocky bottom.

LITTLE SOUTH HARBOUR lies 1 mile to the westward of Little Harbour: before the mouth of it are several rocky islands. In sailing into the harbour, you must leave all the islands on your starboard hand except one, on either side of which is a safe passage of 15 fathoms water; on the east shore, within the islands, is a sunken rock, about one cable's length from the shore, which generally breaks; nearly opposite, on the west shore, are some rocks, about half a cable's length from the shore, that show at one-third ebb. This harbour is about $1\frac{1}{2}$ mile long, and near half a mile wide, with 7 fathoms water, good bottom.

GREAT SOUTH HARBOUR lies about 1 mile to the northward of Little South Harbour; there is no danger in sailing into it; near the head is very good anchorage in 6 or 7 fathoms water. One mile to the westward of Great South Harbour is Isle au Bordeaux, a high round island near the main.

COME BY CHANCE.—The entrance into Come by Chance lies N.N.E. 4 miles from Isle au Bordeaux, and runs up N.E. by E. 3 miles; in it is from 20 to 3 fathoms water, sandy bottom: it is entirely exposed to the S.W. wind, which heaves in a very great swell.

NORTH HARBOUR is N.N.W. $2\frac{1}{2}$ miles from Come by Chance, and S.E. by S. $2\frac{1}{2}$ miles from Piper's Hole: about 2 miles from the entrance is good anchorage in 7 fathoms water, and no danger sailing into it.

CAPE ST. MARY TO CAPE RACE.

From **CAPE ST. MARY** to **POINT LANCE** the bearing and distance are S.E. 8 miles; the latter is a low ragged point, though the interior country is considerably elevated. From Point Lance the coast trends E.N.E. $\frac{1}{2}$ N. to North Harbour, between which are one or two coves, but no place fit for shipping.

NORTH HARBOUR is about a mile wide at the entrance, and runs to the northward 3 miles; in it is very good anchorage, in about 6 or 7 fathoms water, about 2 miles within the entrance, where it is not above half a mile wide; or you may run further up, taking care to keep the starboard shore close on board, and anchor within the point of the narrows. In entering North Harbour, always keep mid-channel, for the eastern land is somewhat shallow.

COLINET BAY.—This bay lies E.N.E. distant 4 miles from North Harbour, and affords good anchorage in from 5 to 12 fathoms water; it runs in N.E. by N. about 2 miles, where the point of an island on the starboard side narrows the passage; it then widens again towards the top, where there is a sandy shallow beach.

GREAT SALMON RIVER.—The north point of Little Colinet Island, lies S.W. $\frac{1}{2}$ W. $5\frac{1}{2}$ miles from Colinet Bay, and E.N.E. $\frac{1}{2}$ E. 2 leagues from the former is the entrance into Great Salmon River; it is about three quarters of a mile wide, and runs from the E.N.E. 7 or 8 miles. There is very good anchorage in it; but the best is about $2\frac{3}{4}$ miles from the entrance, on the north side, in a sandy cove, in 5 or 6 fathoms.

COLINET ISLANDS.—Little Colinet Island is above 1 mile

long and half a mile broad ; it is surrounded by deep water, and is distant $1\frac{1}{2}$ mile north-eastward from Great Colinet : the latter is a league in length ; on either side of it is a safe channel ; taking care to give Shoal Bay Point, which lies a mile distant from the east end of Great Colinet, a berth of a quarter of a mile, to avoid some rocks which lie off that point. On the north side of the island is a stony beach, off which lies a bank for about a quarter of a mile, on which is from 7 to 18 fathoms, rocky bottom.

ST. MARY'S HARBOUR.—Two leagues below these islands lies St. Mary's Harbour, the entrance to which is above a mile wide, formed by Double Road Point on the south side, and Ellis Point on the north : within these points the channel divides into two branches, one to the S.E. the other to the E.N.E. When you are within Ellis Point haul in to the southward, and anchor abreast of the stages and houses, upon a flat, in 4 or 5 fathoms, where you will lie land-locked. This flat runs off about half a mile from the shore, and without it is from 15 to 40 fathoms over to the other side ; but the best anchorage is about 2 miles above the town, where it is above half a mile wide, opposite Brown's Pond, which may be seen over the low beach on the starboard hand ; here you will lie land-locked in 12 fathoms water, and excellent ground all the way up to the head of the bay. The E.N.E. arm lies open to the sea, and is not frequented.

The course and distance from Double Road Point to Point la Haye are W.S.W. $1\frac{1}{2}$ mile, the land between is low and barren : the latter point is low, from which a ledge of rocks extends a quarter of a mile into the sea, and a mile along the shore, on which the sea breaks in bad weather : vessels must be careful to avoid this, the only danger in the bay.

MAL BAY lies to the westward of the north-east point of St. Mary's Harbour ; it is about a mile wide, and about 2 miles deep, but there is no good anchorage, a heavy swell generally setting into it.

Cape English lies W.S.W. 3 leagues from Point la Haye : the cape is high table land, terminating in a low rocky point, forming a bay about a mile deep to the southward of it ; at the bottom of which is a low stony beach, within which is Holyrood Pond, running to the E.N.E. about 6 leagues ; this being within the cape gives it the appearance of an island. False Cape bears S.W. $\frac{1}{4}$ S. 1 mile from Cape English and Gull Island, which is small and close to the land, is distant about 6 miles S. by W. $\frac{1}{4}$ W. from the same headland.

ST. SHOTS.—From Gull Island to the western side of St. Shots, the bearing and distance are S. $\frac{1}{4}$ W. 4 miles ; this bears from the eastern side N. by W. $\frac{3}{4}$ W. 2 miles. St. Shots Bay is about a mile deep, but entirely open to the sea and very dangerous. The eastern head of St. Shots may be considered the east point of **ST. MARY'S BAY**, while Point Lance forms the west end, these bear from each other N.W. $\frac{1}{2}$ N. and S.E. $\frac{1}{2}$ S. distant $7\frac{1}{2}$ leagues ; the bay runs up 9 $\frac{1}{2}$ leagues ; the land on each side being moderately high.

One mile S.E. $\frac{3}{4}$ E. from the eastern head and reef of St. Shots is Black Head, and from Black Head to **CAPE FREELS** the land trends 1 mile E.S.E. W. $1\frac{1}{2}$ mile further is Cape Pine, which is moderately high and barren.

TREPASSEY HARBOUR.—Nearly 5 miles S.W. by W. from Cape Pine is the entrance of Trepassey Harbour ; it is about three

quarters of a mile wide, and runs nearly of the same breadth for $2\frac{1}{2}$ miles; it then narrows to one quarter of a mile, when it again increases to three quarters where the ships ride. The dangers in sailing into this harbour are, a small rock on the east shore, about a mile within the Powle Head, and about one third of a cable's length from the shore; and on the west shore, in the harbour, off a stony beach, a shoal, which runs along shore up the harbour to a low green point. Baker's Point on with a low rocky point on the entrance of the harbour, will carry you clear of this shoal. When you are nearly up with the low green point you may steer more to the westward, and anchor either in the N.W. or N.E. arm in 5 or 6 fathoms.

MUTTON BAY.—The Powles is the east point of the entrance into Trepassey Harbour; from the Powles to Cape Mutton is E.S.E. $\frac{3}{4}$ E. 1 mile. Between lies **MUTTON BAY**, which is about 2 miles deep, with 12 to 3 fathoms, rocky bottom. The N.W. part of the bay is separated from Trepassey Harbour by a low, narrow, stony beach, over which the vessels may be seen.

From Cape Pine to Mistaken Point the course and distance are E.S.E. $\frac{1}{4}$ E. $13\frac{1}{2}$ miles: from this, French Mistaken Point bears S.E. by E. 2 miles. From Mistaken Point the land trends E. 1 league and then E. by N. $1\frac{1}{2}$ mile to Cape Race, which we have already stated to be the south-east extremity of Newfoundland, being table land moderately. We shall now resume our directions from the west point of Placentia Bay to Cape Ray, and thence continue along the west side of the island to the Straits of Belle Isle.

CAPE CHAPEAU ROUGE TO CAPE RAY.

FERRYLAND HEAD lies W.S.W. 1 mile from Cape Chapeau Rouge, it is a high rocky island, just separated from the main.

The **BAY of LAUN** lies W.N.W. 5 miles from Ferryland Head, in the bottom of which are two small inlets, called Great and Little Laun: the latter, which is the easternmost, lies open to the S.W. winds, and therefore is no place for anchorage. Great Laun lies in about N.E. by N. 2 miles; it is near half a mile wide, and has from 14 to 3 fathoms water: in sailing in, be careful to avoid a sunken rock, which lies about a quarter of a mile off the east point. The best anchorage is on the east side, about half a mile from the head, in 6 and 5 fathoms, tolerably good bottom, and open only to South and S. by W. winds, which cause a great swell.

LAUN ISLANDS lie off the west point of Laun Bay, not far from the shore; the westernmost and outermost of which lies W.N.W., westerly, 14 miles from Ferryland Head. Nearly a quarter of a mile to the southward of this island is a rock, whereon the sea breaks in very bad weather; there are other sunken rocks about these islands, but not dangerous, being very near the shore.

TAYLOR'S BAY lies open to the sea, about 4 miles to the westward of Laun Islands. Off the east point are some rocks, near a quarter of a mile from the shore.

POINT AUX GAUL is a low, narrow point of land, which stretches out a little to the westward of Taylor's Bay: a rock lies off it above water, half a mile from the shore, called Gaul Shag Rock, which bears from Ferryland Head W.N.W. $\frac{3}{4}$ W. $6\frac{1}{2}$ leagues: there are 14 fathoms

close to the off-side of it, but some rocks on its inside. From Point Aux Gaul Shag Rock to the Lamelin Islands, the bearing and distance are N.W. by W. 1 league; between is the Bay of Lamelin, which is unfit for shipping, being shallow, and having several islands and rocks about it; the river at the bottom of the bay abounds with salmon. Near the south point of the westernmost Lamelin Island is a rock high above water, called Lamelin Shag Rock.

From Lamelin Shag Rock to Point May, the distance is 9 miles; between lie the Lamelin Ledges, which are very dangerous, some of them being 3 miles from the land. To avoid them, in the day-time, you should not bring the Lamelin Islands to the southward of E.S.E. until Point May bears N.E. by N. from you; you may then steer northward between Point May and Green Island with safety. By night approach no nearer than in 30 fathoms water. Mariners, who navigate this part of the coast, will do well by observing the appearance of the land, for all that part of Chapeau Rouge and Laun, is very high and hilly close to the sea; from Laun Islands to Lamelin, it is only moderately high; and from Lamelin to Point May, the land, near the shore, is low, with beaches of sand, while inland it becomes mountainous.

ST. PIERRE, OR ST. PETER'S ISLAND.—The island of St. Pierre lies 12 leagues W. by N. from Cape Chapeau Rouge; it is about 4 leagues in circumference, and pretty high, with a craggy, broken, uneven surface. On coming from the westward, Point Cronier, which is the S.E. point of the island, makes in a round hummock, like a small island, separated from St. Pierre. A little to the N.E. of Point Cronier lie three small islands, the innermost of which is the largest, and called Dog Island; within it are the road and harbour of St. Pierre. The harbour is small, and has from 20 to 12 feet water; but there is a bar across the entrance, with only 6 feet at low water, and 12 or 14 at high water. The road lies on the W. side of Dog Island, and will admit ships of any burthen in 8, 10, or 12 fathoms water. The best anchorage is on the north side; but in general it is rocky, and exposed to the N.E. winds. Be cautious, in going in or out, of some sunken rocks, which lie about a mile E.S.E. from Boar Island, which is the easternmost of the three islands above mentioned: this is the only danger about St. Peter's, but what lies very near the shore. This harbour has lately been improved by the erection of a lighthouse.

THE ISLAND OF COLOMBIER, OR COLOMBO, lies very near to the N.E. point of St. Pierre, it is rather high; between them is a passage one-third of a mile wide, with 12 fathoms water. On the north side of the island is a rock, called Little Colombier; and about one quarter of a mile E.N.E. from it is a sunken rock, with 2 fathoms on it.

GREEN ISLAND is about three quarters of a mile in circuit, and low: it lies E.N.E. about 5 miles from St. Pierre, and nearly in the middle of the channel between it and Point May, in Newfoundland; on its south side are several rocks above and under water, extending 14 mile to the W.S.W.

LANGLEY, or LITTLE MIQUELON.—Langley Island lies to the N.W. of St. Pierre, with a passage of about $2\frac{1}{2}$ miles wide between free from danger. It is about 8 leagues in circuit, of a moderate and equal height, excepting at the north end, which is a low point with sand-hills; off which, on both sides, it is flat a little way; but every other part of the island is bold-to. There is anchorage on the N.E.

side of the island, near Seal Cove, in 5 or 6 fathoms, a little to the southward of the sand-hills, on a fine sandy bottom.

MIQUELON.—From the north point of Langley to the south point of Miquelon the distance is scarcely one mile, and the depth of water between is 2 fathoms. Miquelon is 4 leagues in length from north to south, and is about 5 miles in breadth at the widest part: the middle of the island is high land, called the high lands of Dunne; but down by the shore it is low, excepting Cape Miquelon, which is a lofty promontory at the northern extremity of the island. On the S.E. side of the island is the little Harbour of Dunne; it is a bar harbour admitting fishing shallops at half flood, but no way calculated for shipping.

MIQUELON ROCKS stretch off from the eastern point of the island, under the high land, $1\frac{1}{2}$ mile to the eastward: some are above, and some under water: the outermost are above water, and there are 12 fathoms water close to them, with 18 and 20 a mile off. N.E. $\frac{1}{2}$ E. about $4\frac{1}{2}$ miles from these rocks, lies Miquelon Bank, on which are 6 fathoms water.

MIQUELON ROAD, which is large and spacious, lies towards the north end, and on the east side of the island, between Cape Miquelon and Chapeau, which is a very remarkable round mountain near the shore, off which are some sunken rocks, at the distance of about a quarter of a mile; but every where else it is clear of danger. The best anchorage is in 6 or 7 fathoms, near the bottom of the road, on fine sandy bottom; but there you lie exposed to easterly winds.

The **SEAL ROCKS**, two, in number, are above water, and lie about $1\frac{1}{2}$ leagues off from the north-west side of Miquelon; the passage between them and the island is very safe, and there are 14 or 15 fathoms water with a cable's length all round them.

St. Pierre Langley, and Miquelon, were ceded to France by England, on condition that no forts should be built on either; that no more than fifty men of regular troops should be kept there; and that they should have no military stores, or cannon, capable of making a defence. During the late hostilities, these isles were annexed to the Government of Newfoundland, having been taken possession of by the British forces in May, 1793; but they have been restored to France, on the original conditions, by the treaty of 1814.

Point May has a rocky islet at its point, and from thence the land turns N.N.E. towards Dantzic Cove and Point, and thence E.N.E. towards Fortune Head.

FORTUNE BAY.—From Point May to Pass Island, the bearing and distance are N. $\frac{1}{2}$ E. 12 leagues; between them is the entrance to Fortune Bay, which is about 22 or 23 leagues deep; and in which are numerous bays, harbours, and islands.

The Island of Brunet lies nearly in the middle of the entrance into Fortune Bay; it is above 5 miles in length, 2 in breadth, and of moderate height; the eastern part appears, in some points of view, like islands; on its E. side is a bay, wherein there is tolerable anchorage for ships, in 14 or 16 fathoms water, sheltered from southerly and westerly winds. In the bottom of the bay, at about a quarter of a mile from the shore, are some rocks, which must be avoided. Opposite to this bay, on the south-west side of the island, is a small cove, with 6 fathoms water. The islands lying off the west end of Brunet, to the

southward, are called the Little Brunets, which, with Brunet, may be approached within a quarter of a mile all round.

The **PLATE ISLANDS** are three rocky islets, of a moderate height, the nearest of which lies W.S.W. 1 league from the west end of Great Brunet. The southernmost is about 2 miles farther off, and bears from Cape Miquelon E. $\frac{1}{2}$ S. $3\frac{1}{2}$ leagues; and in a direct line between Point May and Pass Island, 17 miles from the former, and 19 miles from the latter. E.S.E. a quarter of a mile from the Great Plate, (which is the northernmost) is a sunken rock, whereon the sea breaks, and this is the only danger about them. There are several strong and irregular settings of the tides or currents about the Plate and Brunet Islands, which seem to have no dependency on the moon and the course of the tides on the coast.

SAGONA ISLAND, which lies N.E. 2 leagues from the east end of Brunet, is about a mile across each way, of a moderate height, and bold-to all round; on its western side there is a small creek admitting fishing shallops: in the middle of the entrance to this is a sunken rock, which occasions it to be difficult of access, except in very fine weather; a sand bank surrounds this island, running westerly full 7 miles, upon which are 14, 17, and 20 fathoms water.

POINT MAY is the southern extremity of Fortune Bay, and the S.W. extremity of this part of Newfoundland; it may be known by a great black rock, nearly joining to the pitch of the point, and something higher than the land, which makes it look like a black hummock on the point. At about a quarter of a mile directly off from this black rock are three sunken rocks, on which the sea always breaks.

N. by E. $1\frac{1}{2}$ mile from Point May, is Little Dantzic Cove; and 2 miles farther is Great Dantzic Cove. From Dantzic Point (which is the north point of the cove) to Fortune Head, the bearing and distance are E.N.E. 24 leagues; and thence to the town of Fortune, $1\frac{1}{2}$ mile S.E. by E. This is a fishing village, and the road where the ships lie has from 6 to 10 fathoms water, quite exposed to nearly half the compass. It lies S. by W. from the east end of Brunet. To the N.N. Westward of Dantzic Point, is the long narrow Bank of Jerseyman's, with 24 and 25 fathoms over it, extending from abreast of the point in the direction of the Plate Islands.

The Cape of Grand Bank is high, and lies 1 league E.N.E. from Fortune. To the eastward of this cape is Ship Cove, where there is good anchorage for shipping in 8 or 10 fathoms water, sheltered from south, west, and N.Westerly winds. Grand Bank lies S.E. half a league from the cape, and is a fishing village, where there is no security for shipping, and the entrance is barred.

From the cape of the Grand Bank to the Point Euragée, the course is E.N.E. $\frac{1}{4}$ E. distance 8 leagues; the coast between forms a circular bay, in which the shore generally is low, with several sandy beaches, behind which are bar-harbours, fit only for boats, of which the principal is Great Garnish, lying $4\frac{1}{2}$ leagues from the Cape of Grand Bank; it may be known by several rocks above water lying before it at 2 miles distance from the shore, the outermost of these is steep-to; but between them and the shore are several dangerous sunken rocks. To the eastward, and within these rocks, is Frenchman's Cove, where small vessels sometimes run in and anchor in 4 or 5 fathoms water,

tolerably well sheltered from the sea winds; this is a convenient place for the cod fishery; the passage in is to the eastward of the rocks that appear the highest above water, between them and some other lower rocks lying off to the eastward of the east point of the Cove, there is a sunken rock nearly in the middle of the passage, which you must be aware of. The shore is bold all the way from Point May to Cape of Grand Bank, there being 10 or 12 fathoms within 2 cables length, and 30 or 40, at a mile off: between the latter and Great Garnish the water is not so deep, and ships may anchor any where in 8 or 10 fathoms water sheltered only from the land-winds.

From Point Enragée to the head of the bay, the course is first E. N.E. $\frac{1}{2}$ E. 3 leagues to Grand Jervey; then E. $\frac{3}{4}$ N. $7\frac{1}{2}$ leagues to the head of the bay: the land in general along the south side is high, bold-to, and of uneven appearance, with hills and vallies of various extent, the latter mostly covered with wood, and having many fresh water rivulets.

Seven leagues to the eastward of Point Enragée is the Bay L'Argent, where there is anchorage in 30 or 40 fathoms water sheltered from all winds.

HARBOUR MILLÉ.—The entrance of Harbour Millé lies to the eastward of the east point of L'Argent. Before this harbour, and the Bay L'Argent, is a remarkable rock, which, at a distance, appears like a shallop under sail. Harbour Millé branches into two arms, one lying to the S.E. the other to the east; at the upper part of both are good anchorages. Between this harbour and Point Enragée are several bar-harbours, or small bays, with sandy beaches; but the water all along the coast is very deep: you may safely anchor any where, but it must be very near the shore.

Cape Millé lies N.E. $\frac{1}{2}$ E. one league from the Shallop Rock above mentioned, and near 3 leagues from the head of Fortune Bay; it is a high reddish barren rocky point. The width of Fortune Bay at Cape Millé does not much exceed half a league; but, immediately below it, it becomes twice as wide, by which the Cape may readily be known; and above this Cape the land on both sides is high, with steep craggy cliffs. The head of the bay is terminated by a low beach, behind which is a large pond, or bar-harbour, fit only for boats. In this, and in all the bar-harbours between this and the Grand Bank, are convenient places for building stages, and good beaches for drying fish, fitted to accommodate numerous boats.

GRAND LE PIERRE is a good harbour, situated on the north side of the bay, half a league from the head. The entrance cannot be seen until you are abreast of it; there is no danger in going in, and you may anchor in any depth from 8 to 4 fathoms, sheltered from all winds. **ENGLISH HARBOUR** lies a little to the westward of Grand Pierre; and to the westward of English Harbour is the Little Bay de L'Eau, both of which are small, and only fit for boats.

NEW HARBOUR is situated opposite to Cape Millé, and to the westward of the Bay de L'Eau; it is a small inlet, and has good anchorage on the west side, in from 8 to 5 fathoms, sheltered from S.W. winds.

The **HARBOUR FEMME** lies half a league to the westward of New Harbour, it is narrow, and has in it 20 and 23 fathoms; before its entrance is an islet, near to which are some rocks above water; 1 league to the westward of Harbour Femme is Brewer's hole, fit only

for boats; before this cove is also a small island near the shore, and some rocks above water.

HARBOUR LA CONTE.—This harbour is situated 1 mile to the westward of Brewer's Hole; before this are some islands, the outer one is called the Petticoat Island, the inner Smock Island, there are also two smaller ones between these, and a sunken rock or two; the best passage in is on the west side of the outer island, and between the two large ones; so soon as you begin to open the harbour, keep the inner island close on board, to avoid some sunken rocks that lie near a small island, which you will discover between the N.E. point of the outer island, and the opposite point on the main: there is also another rock which appears at low water, and lies higher up on the side of the main; and when you get beyond these dangers, you may keep in the middle of the channel, and will soon open a fine spacious harbour, wherein you may anchor in any depth, from 6 to 16 fathoms water, on a bottom of sand and mud, shut in from all winds. To the eastward of the outer island there is a small cove fit for small vessels and boats, and otherwise convenient for the fisheries.

LONG HARBOUR lies 4 miles to the westward of Harbour La Conte, and N.E. by E. distant 5 leagues from Point Enragée. It may be known by Gull Island, which lies at its mouth, and a small rock which lies half a mile without the island, and has the appearance of a small boat; there is a passage into this harbour on each side of this island, the western one is the broader of the two; nearly in the middle of this channel, a little outside of the island, is a ledge of rocks whereon is two fathoms water; and a little within the island, on the eastern side, are others 2 cables' lengths from the shore, they lie off two sandy coves, and are visible at low water. Long Harbour runs 5 leagues up into the country, but the only anchoring place is in Morgan's Cove, on the N.W. side of the harbour, about 2 miles within Gull Island, in 15 fathoms water, unless you run above the Narrows; there is a salmon fishery at the head of the bay.

To the westward of Long Harbour is Hare Harbour, fit for small vessels only. Two miles to the northward of Hare Harbour is Mal Bay, having very deep water, extending N. Easterly about 5 miles, and having no anchorage except at its furthest end; to the westward of Mal Bay, near the shore, lie the Rencontre Islands, the westernmost of which is the largest, and has a communication with the main at low water. In and about this island is shelter for small vessels and boats.

BELLE HARBOUR lies 4 miles N.W. by N. from the westernmost Rencontre Island; the passage into it is on the western side of the island, and so soon as you have passed the islands you will open a small cove, on the east side, where small vessels can anchor, but large vessels must run up to the head of the harbour and anchor in 20 fathoms, where there is most room; it is but an indifferent harbour. About $1\frac{1}{4}$ of a mile westward of Belle Harbour is Lally Cove, behind an island, fit for small vessels only; the west point of this Cove is high and bluff, and is called Lally Head; to the northward of this head is Lally Back Cove, where ships may anchor in 14 or 16 fathoms water.

Two miles to the northward of Lally Cove Head, is East Bay and North Bay, in both of these there is deep water, but no anchorage near the shore; at the head of North Bay is the largest river in Fortune

Bay, and appears to be a good place for the salmon fishery, from which circumstance it is named Salmon River.

The Bay of Cinq Isles lies to the southward of the North Bay, and opposite to Lally Cove Head; there is tolerably good anchorage for large ships on the S.W. side of the islands, in the bottom of the bay. The north arm is a very snug place for small vessels, and salmon may be caught at its head. A little to the southward of the Bay of Cinq Isles is Corben Bay, where there is good anchorage for any ships in 22 or 24 fathoms water.

About 2 miles south-eastward from Lally Cove Head, are two islands about a mile distant from each other; the north-easternmost is called Belle Island, and the other Dog Island; they are bold to all round. Between Dog Island and Lord and Lady Island, which lies off the south point of Corben Bay, something nearer to the latter is a sunken rock, with deep water all round it; and about a quarter of a mile to the northward of Lord and Lady Island, is a rock which appears at low water.

BANDE DE L'ARIER BAY lies on the west point of Belle Bay, and N. $\frac{1}{2}$ W. 3 leagues from Point Enragée; it may be known by a very high mountain over the bay, which rises almost perpendicular from the sea, called Iron Head. Chapel Island, which forms the east side of the bay, is high land also; the harbour lies on the west side of the bay just within the point formed by a narrow low beach, and is a snug place: between the harbour and Iron Head there is tolerably good anchorage in 18 or 20 fathoms.

Bande de L'Arier Bank has 7 fathoms water on it, and lies with the beach of Bande de L'Arier Harbour just open of the west point of the bay, and Boxy Point on with the north end of St. Jaques Island. Two miles to the westward of Bande de L'Arier is the harbour of St. Jaques, which may be readily known by the island before it being high at each end, and low in the middle. The passage into the harbour is on the west side of the island, free from danger, as is the harbour, where you may anchor in from 17 to 4 fathoms.

About $1\frac{1}{2}$ miles to the westward of St. Jaques, is the harbour of Blue Pinion; and a little to the westward of that is English Cove. Boxy Point lies W. $\frac{3}{4}$ S. 6 miles from St. Jaques Island, and E.N.E. $\frac{1}{2}$ E. $12\frac{1}{2}$ miles from the east end of Brunet Island; it is of a moderate height, and the most advanced to the southward of any land on the coast. Boxy Harbour lies N.E. 3 miles from Boxy Point, in which there is anchorage in 4 or 5 fathoms water, fine sandy ground; to sail in, bring Boxy Point open of a little black head just within the point called Friars Head, in this direction you will keep the middle of the channel, and between the shoals which lie off each point of the harbour where the stages are.

W.N.W. 1 mile from Boxy Point is the Island of St. John, and N.N.W. half a league from St. John's Island is St. John's Head, high, steep, and craggy. Between St. John's Head and Boxy Point is St. John's Bay, quite exposed; in the bottom of this is St. John's Harbour, fit for boats only. On the north side of St. John's Head are two rocky islets, called the Gull and Shag; at the west end of which there are several sunken rocks.

GREAT BAY DE L'EAU is about $1\frac{1}{2}$ league to the northward of St. John's Head. In this bay there is good anchorage in various depths,

sheltered from all winds. The passage in is on the east side of the island, which lies in its entrance; for only very small vessels can enter to the westward.

To the westward of Bay de L'Eau, about 3 miles north from St. John's Head, is Little Bay Barrysway, on the west side of which there is good anchorage for large ships in 7, 8, or 10 fathoms; and both wood and water to be obtained with ease.

HARBOUR BRITON lies to the westward of Little Barrysway, and N.N.E. $\frac{1}{2}$ E. 2 leagues from the Island of Sagona. The heads which form the entrance are high, and lie from each other S.E. and N.W., distant about 2 miles. Near the east head is a rock above water. The only danger in going in is a ledge of rocks, which stretch 2 cables length from the south point of the S.W. arm, which is more than a mile within the west head. The only place for ships of war to anchor in is above this ledge, before the entrance of the S.W. arm, in 16 or 18 fathoms, mooring nearly east and west; the bottom is very good, and plenty of wood and water is to be obtained here. Opposite to the S.W. arm is the N.E. arm, or Jerseyman's Harbour, which is capable of holding a great number of ships, secure from all winds, in 6, 7, and 8 fathoms water: it has a bar at the entrance, on which there are 3 fathoms. The mark to sail over the bar, is the point of Thompson's Beach, which is the south point at the entrance into the S.W. arm, open of Jerseyman's Head, which is high and bluff, on the north side of the entrance into Jerseyman's harbour; so soon as you open the harbour, haul up to the northward and anchor.

From the West end of Harbour Briton to Connaigre Head, the bearing and distance are West $5\frac{1}{2}$ miles; between are Gull Island and Deadman's Bay, off which there is a bank stretching from the shore between 2 and 3 miles, whereon the depths vary from 34 to 4 fathoms. The sea, during storms, will sometimes break for a considerable way out from Gull Island.

CONNAIGRE BAY.—From Connaigre Head, which is high and craggy, to Basseterre Point, the bearing and distance are N.W. $\frac{1}{4}$ W. 7 miles; between is Connaigre Bay, which extends about 4 leagues inland. In the mouth of the bay lie the Connaigre Rocks, above water, which may be approached very near, there being no danger but what shows itself: the channel between them and Connaigre Head is the safest, as a ledge of rocks extends a mile from the north shore, which renders the other channel rather dangerous.

CONNAIGRE HARBOUR is near 5 miles above the head, within a point on the south side of the bay; it is very small, and the depth of water is 7 fathoms; the passage in is on the S.E. side of the island, which lies before it. Abreast of this harbour, nearly in the middle of the bay, are two islands; and on the south side of the westernmost, are some rocks above water.

DAWSON'S COVE is on the N.W. side of the bay, and bears N.N.E. about 4 miles from Connaigre Head, and W.N.W. 2 miles from the west end of the westernmost (and the greatest) island; the anchorage is in 6 or 5 fathoms, quite exposed to southerly winds. Basseterre Point, which forms the west point of Connaigre Bay, is of moderate height, clear of wood, and from thence to Pass Island bold-to; Pass Island lies nearly W. by N. distant 3 miles from Basseterre Point.

PASS ISLAND, which is the N. Western extremity of Fortune Bay,

is a full mile in length and narrow, it bears from the N. point of Mi-quelon N. E. by N. 7 leagues, and from Point May N. $\frac{1}{2}$ E. 12 leagues. It lies near the shore and is rather lofty; on its S. Western side there are several rocks above water, which extend a full mile from the island, and to the N.W. is a sunken rock about a quarter of a mile from the island; there is a passage between this island and the main, about the length of two cables' wide, it frequently is traversed by small vessels, that sometimes anchor there on a fine sandy bottom in 6 fathoms water. The cod-fishery about this part is generally considered good and productive.

The general appearance of the land on the northern side of Fortune Bay is hilly, rising directly from the sea, with craggy, barren hills, extending 4 or 5 leagues inland, having many rivulets and ponds, while that on the southern side of Fortune Bay has a very different appearance, having less of these rugged hills, and being better clothed with wood of a short brushy kind, giving to the country an air of greenness and fertility. In the night time, or in dark foggy weather, mariners should not place much dependance on the soundings in Fortune Bay, for therein they might be greatly and fatally deceived, inasmuch as, in many places, the water near the shores, and in its creeks and harbours, is often deeper than in the middle of the bay itself.

HERMITAGE BAY.—This extensive bay is bounded on the S.W. by Pass Island, and to the northward by the islands that form the Bay of Bonne and Great Jervis Harbour, the width being more than 2 leagues; and by the southern shores of Long Island, where it begins to narrow. In sailing along the southern coast from Pass Island you will discover the Fox Islands, which are distant from Pass Island 10 or 11 miles; these islands are situated opposite to the entrance to Hermitage Cove, about three quarters of a mile from the land, and are said to have good fishing about them; off the Northern Fox Island are several rocks above water, and a sunken rock lies also off the south side of this island. To enter Hermitage Cove, you should keep between the islands and the shore, borrowing somewhat towards the main land, where you will find 30, 32, and 37 fathoms water; here you will see the cove open, and may turn in south, having deep water and without the least danger; the anchorage is good, with every convenience for fishing, and plenty of both wood and water. From hence Hermitage Bay runs in nearly west for 12 miles, with very deep water, until you get near the head, where it gradually lessens to 25 and 22 fathoms, and further in to 9 fathoms; there is a small islet or two on the southern side, but no danger whatever.

LONG ISLAND, which separates the Bay of Despair from Hermitage Bay, is of a square form, about 8 miles long and nearly 8 leagues in circuit. The eastern passage is very good, but narrow, and is between the east end of Long Island and the main, called the Passage of Long Island. The west entrance into the Bay of Despair from Hermitage Bay, is by the west end of Long Island. About half a mile from its S.W. point are two rocks above water, with deep water all round them. There are four harbours on the south side of Long Island, the easternmost of which is called Galtus; this is but small, and lies near the south-east point of the island: the best channel into the harbour is on the west side of several rocky islands, which lie at the en-

trance, wherein are 4 fathoms, but in the harbour there are from 15 to 24 fathoms.

The next is **Picarre**, which lies N. by E. half a league from the easternmost Fox Island; in going in here keep near the west point, in order to avoid some sunken rocks off the other: the anchorage is in the first cove on the east side, in 9 or 10 fathoms, sheltered from all winds.

Round Harbour is the next, it is about 2 miles to the westward of **Picarre**, and fit only for small vessels, the channel in being so narrow.

Long Island Harbour is the fourth, and lies about 2½ miles from the west end of Long Island. This harbour has two arms, one running in to the north, the other to the eastward; they are both very narrow, and have from 40 to 7 fathoms water; the eastern arm is the deepest, and affords the best anchorage. The passage in is on either side of an island which lies off the entrance, and has several rocks above water about it.

BAY OF DESPAIR—The entrance of the Bay of Despair lies between the west end of Long Island and Great Jervis Island (which lies in the mouth of the harbour of that name); the distance between is 1½ mile, and midway no bottom is found with a line of 280 fathoms. The Bay of Despair forms two capacious arms, one extending full 8 leagues to the north-eastward, the other about 13 miles northward: in the N.E. arm are several arms and islands, and tolerably good anchorage in several places: in the north arm there is very deep water, and no anchorage excepting in the small bays and coves which lie on each side of it; but in an arm of this bay which runs easterly, there is a fine salmon fishery, and wood in plenty. In the N.E. arm also there are good salmon fisheries at Little River and Conne River; all the country about this part is mountainous and barren, but about the head of the bay it becomes level, and has abundance of wood, such as fir, pine, birch, witch hazel, spruce, &c.

GREAT JERVIS HARBOUR is situated at the west entrance into the Bay of Despair; it is a safe harbour, with good anchorage in every part of it, in from 16 to 20 fathoms, secure from all winds, and plenty of wood and water. The passage in is on either side of the Great Jervis Island; but the southernmost channel is the safest, there being no danger in it but the shore itself. In the northern channel are several sunken rocks. To sail in you should bring the north point between the two rocks above water, on the starboard side, and then steer directly in; this will carry you clear of some sunken rocks which lie on the west point of the island; these rocks appear at low water: the entrance to this harbour may be known by the east end of Great Jervis Island, which is a high, steep, craggy point, called Great Jervis Head, and is the northern point of the south entrance to the harbour.

BONNE BAY lies about a league to the westward of Great Jervis Head, and nearly N. by E. distant 7 miles from Pass Island; it has several islands at its entrance, the westernmost of which is the largest and highest. The best passage in is to the eastward of the largest island, between it and the two easternmost islands. The bay runs in north 4 miles, and there is no danger but what shews itself; you may go on either side of Drake Island, which is small, and nearly in the middle of the bay; between which, and 2 small islands on the west

side of the bay, within Great Island, there is anchorage in 20 or 30 fathoms; but the best place for large ships is near the head of the bay, in 12 or 14 fathoms, clear ground, and convenient for wood and water. On the N.W. side of Great Island, within the two small islands, is very good anchorage in from 16 to 24 fathoms, secure from all winds; the entrance to this from the bay is to the northward of the two small islands. In sailing in or out of the bay, approach not too near the south point of Great Island, as there are some sunken rocks lying at one quarter of a mile from shore. A little to the westward of Bonne Bay is Muskita Cove, a small inlet of from 30 to 47 fathoms water.

W.N.W. 4 miles from Bonne Bay is the entrance to the Bays of Facheux and Dragon; this entrance being very conspicuous at sea, the coast may here be readily known.

FACHEUX, which is the easternmost branch, is very easily seen to seaward, it runs in N.N.E. 2 leagues, and is one-third of a mile wide at the entrance, with deep water in most parts of it. On the west side of the bay are three coves, where ships may anchor in from 10 to 20 fathoms. Dragon Bay lies in N.W. 1 league, and is near half a mile wide, with 60 or 70 fathoms water, and no anchorage excepting near the head; and then you must lie very near the shore. One mile to the westward of Facheux is Little Hole, with shelter for small craft; and 1 league to the westward of Facheux, is Richard's Harbour, a place fit only for small vessels and fishing shallops, with 23 fathoms water in it.

HARE BAY lies N.W. by W. 1 league from Richard's Harbour, which runs in N.N.E. about 5 miles, and is about one-third of a mile wide, with deep water close home to both shores on all parts of it, except about 1 league up on the west side, where there is good anchorage, in from 8 to 15 fathoms, with plenty of wood and water; and a small cove about 1 mile up on the east side, where there are 30 fathoms, with gradual soundings to the shore.

N.W. about $4\frac{1}{2}$ miles from Hare Bay, and 1 league N.E. from Hare's Ears Point, is Devil's Bay, a narrow inlet, extending a league to the northward, with deep water, and no anchorage until you come close to the head.

The BAY of RENCONTRE lies to the northward of Hare's Ears Point, and runs in N.W. by W. 2 leagues; it has deep water in most parts of it, and is near half a mile wide at the narrowest part. The anchorage is in 30 fathoms, above a low woody point on the south shore, quite land-locked. Hare's Ears Point is large, with a ragged rock upon it, which, from some points of view, looks like the ears of a hare. It lies W. by N. $\frac{1}{2}$ N. distant 10 miles from Richard's Harbour, divides the Bays of Rencontre and Chaleur, and bears N.W. $\frac{1}{2}$ W. 6 leagues from Pass Island. Off this point is a fishing bank, extending a full mile from the shore, having from 20 to 36 fathoms over it.

CHALEUR BAY.—Two miles to the westward of Hare's Ears Point is the Bay of Chaleur, which runs in about 2 leagues N.N.W. It is very narrow, and has deep water in most parts. At the north entrance into the bay, and close to the land, is a small island of moderate height, and half a league within the island, on the N.E. side of the bay, is a rock above water; a little within this rock, on the same side, is a small

cove, with a sandy beach, off which you can anchor in 28 fathoms, a cable's length from the shore.

West, near half a league from the Bay of Chaleur, is the *Bay François*, a small inlet, running in N.W. $\frac{1}{2}$ W. 1 mile, being at the entrance about a quarter of a mile broad, and 17 fathoms deep, but just within is 50 and 60 fathoms; at the head is from 30 to 20 fathoms, good anchorage, and very convenient for carrying on the fishing business.

Westward, 4 miles from the Bay François, on the east side of Cape la Hune, lies *Oar Bay*; off the east point of its entrance is a low rocky islet, and, in the entrance of the bay is another, with a passage on each side of it. The bay runs in N.N.E. about 4 miles, and is one-third of a mile wide, with deep water close to both shores all the way up; at the head is a harbour for small vessels, with only 5 fathoms water. At the west side of the entrance into the bay is Cul de Sac, a little cove, with 3 and 4 fathoms water, and good shelter for small vessels.

CAPE LA HUNE is the southernmost point of land on this part of the coast, and lies in latitude $47^{\circ} 31'$ N. bearing W.N.W. $\frac{1}{2}$ N. $8\frac{1}{2}$ leagues from Pass Island, and N.N.W. $\frac{1}{2}$ N. 10 leagues from Cape Miquelon: its figure much resembles a sugar-loaf: this cape may also be known by the high land of La Hune, which lies 1 league to the westward of it, appearing flat at the top, and may be seen from a distance of 16 leagues.

The PENGUIN ISLANDS lie W.S.W. $\frac{1}{2}$ S. $16\frac{1}{2}$ miles from Cape la Hune, and N.W. $\frac{1}{2}$ N. 10 leagues from Cape Miquelon: they are an assemblage of barren rocks lying near to each other, and altogether about 2 leagues in circuit, and may be approached in the day-time to the distance of half a league all round. On the W.S.W. side of the large island, which is the highest, is a small cove, fit for shallops, and convenient for the fisheries; and the ground about it is considered to be good for fishing.

E.S.E. 8 miles from the Penguin Islands, and S. by W. 3 leagues from Cape La Hune, lies the Whale Rock, on which the sea generally breaks; it is about 100 fathoms in circuit, with 10, 12, and 14 fathoms water close to all round it. From this rock a narrow bank extends 1 league to the westward, and half a league to the eastward, with from 24 to 58 fathoms water on it, rocky and gravelly bottom. In the channel between the shore and this rock, and also between the shore and the Penguin Islands, are 120 and 130 fathoms of water, muddy bottom, and there is the same depth of water at 1 league without them.

LA HUNE BAY lies close to the westward of Cape La Hune; it is about 2 leagues deep, and one-third of a mile wide, with deep water in most parts of it; but there is a sunken rock which lies off the west point of the entrance, nearly one-third of the channel over. In sailing in or out of this bay, you should keep the eastern shore on board, in order to avoid a sunken rock, which lies off the west point of the entrance into the bay, nearly one-third over.

Two miles up the bay is Lance Cove, having anchorage in 14 and 16 fathoms water, good clean ground: a cable's length off the southern point of this cove is a small shoal, with 9 feet water; and between it and the point there are 5 fathoms. To sail into this place keep the east point of the bay open of a red cliff point, off which is a rock

above water, until the round hill you will see over the valley of the cove, is brought on with the north side of the valley, you will then be above the shoal, and may haul into the cove with safety. There is a narrow bank which stretches quite across the bay, from the south point of the cove to the opposite shore, whereon is from 37 to 45 fathoms.

LA HUNE HARBOUR lies half a league to the westward of Cape La Hune; it has an island before its entrance, and is fit only for small vessels, and open to westerly winds; before it lies an island near the shore; the channel into the harbour is on the N.W. side of the island; there is no danger going in, and you must anchor close up to the head, in 10 fathoms water. This harbour is well adapted for the fishery, there being good fishing ground about it, and a large beach quite across from the head of the harbour to La Hune Bay. A space of 800 feet, exposed to the open air, and well calculated for drying your fish.

Four leagues N.W. $\frac{1}{2}$ W. from Cape La Hune, is the entrance of *Little River*, which is about 100 fathoms wide at the entrance, and 10 fathoms deep; a little way up there is anchorage in 10, 8, and 7 fathoms water, good ground. Between Cape La Hune and Little River, the land is tolerably high, and forms a bay, where there are several small islands and rocks above water, the outermost of which lie N.N.E. $\frac{1}{2}$ E. 3 leagues from the Penguin Islands, and are called the Magnetic Rocks.

S. by W. $\frac{1}{2}$ W. 7 miles from the entrance of Little River, and N. by W. $\frac{1}{2}$ W. from the Penguin Islands, lie the Little River Rocks, which are just above water, with very deep water all round them.

The ISLES of RAMEA, which are of various extent, both in height and circuit, lie N.W. $\frac{1}{2}$ N. $5\frac{1}{2}$ leagues from the Penguin Islands, and 1 league from the main: they extend east and west 5 miles, and north and south 2 miles, and have several rocks and breakers about them; but more on the south side than on the north. The easternmost island is the largest, and is very high and hilly: the westernmost, called Columbe, is a remarkably high round island, of small circuit, with some rocky islands and sunken rocks near it.

There is a harbour for small vessels, formed by the islands which lie near Great Ramea and the Columbe, called *Ramea Harbour*, where they may lie sheltered from all winds. To enter this from the westward, you should give the southern point a berth, on account of some rocks that lie off the starboard island, these are all above water; steer E.N.E. towards the harbour, keeping as nearly mid-channel as you can; the passage is above a cable's length broad, and run for the anchorage in Ship Cove; this is the second inlet on the N. Western shore; you will here ride safely, on clean ground, in 5 fathoms water. To enter from the eastward, you must keep the northern side of Great Ramea on board, until you are up to the west end thereof, then steer S.W. into the harbour, keeping in the middle of the channel, in about 3 fathoms, and anchor as before directed. This harbour is very convenient for fishing vessels; in it, and also about the islands, are several places fit for erecting stages, and drying fish, which seem to be well calculated for that purpose.

The RAMEA ROCKS are two in number, close to each other; they lie about south, distant 4 miles from the east end of Great Ramea:

W.S.W. 1 league from these rocks is a small bank with only 6 fathoms water on it; and, nearly in the middle, between Ramea and the Penguin Islands, is the New Bank with from 14 to 50 fathoms water: to run upon the shoalest part of this bank, bring the two Ramea Rocks on with the S. Western part of Ramea Islands, and between them and Columbe; and the entrance to Little River N.E. $\frac{3}{4}$ E.

Four miles to the westward of Little River is *Old Man's Bay*, which runs in N.N.E. about 7 miles, and is nearly a mile wide; the water throughout the bay is very deep. About $1\frac{1}{4}$ mile up the bay, on the eastern side, is a small island, called Adam's Island, behind which vessels can ride, if necessary, in 30 and 40 fathoms, but the best anchorage is at the head, in 14 or 16 fathoms.

MOSQUITO HARBOUR lies about half a league to the westward of Old Man's Bay; it is a snug and safe harbour, and will hold a great number of vessels in perfect security; but the entrance is so narrow, being only 48 fathoms in breadth, that it is difficult to get in or out; the land on both sides is high, and off the southern point of entrance is a large white rock, about a cables' length from which is a black rock above water, on the southern side of which is a sunk rock, whereon the sea breaks; from this black rock to the entrance of the harbour, the course is about N.N.W. distant one-third of a mile. In sailing either in or out, you should give the black rock a small berth, keeping the western shore on board, and if obliged to anchor, be as quick as possible in getting a rope on shore, lest you drift on the rocks. In this harbour you will have from 18 to 30 fathoms water, with good riding every where, and plenty of both wood and water; in the narrows you will find 12 fathoms, the shores being bold-to: south and easterly winds blow right in, northerly winds right out; and with westerly winds it is commonly either quite calm, or descends in irregular puffs.

FOX ISLAND HARBOUR is formed by an island of the same name; it lies about half a league to the westward of Mosquito Harbour; between are several rocky islands and sunken rocks. This is a commodious harbour for small vessels, which may anchor in 8, 9, and 10 fathoms water. You may go in on either side of the island, and there is no danger but what shews itself.

WHITE BEAR BAY.—This bay lies about 2 miles to the westward of Fox Island Harbour, and N.N.E. one league from Great Ramea Island: it has several islands at its entrance. It runs in N.E. $\frac{3}{4}$ N. about 4 leagues, is near half a mile wide in the narrowest part, and has deep water close to both shores in most parts, to the distance of 8 miles up; then the ground rises at once to 9 fathoms, whence it shoals gradually to the head with good anchorage. The best passage into the bay is to the eastward of all the islands. On the S.W. side of Bear Island, which is the easternmost and largest in the mouth of the bay, is a small harbour, running in about east half a mile, with from 10 to 22 fathoms of water, but there are several sunken rocks before its mouth, rendering it difficult of access. At the western entrance is a high round white island, and S.W. half a mile from this island is a black rock above water. The best passage into the bay, from the westward, will be to the westward of this black rock, and between White and Bear Islands; some of the rocks are above a mile off the land.

Six miles to the westward of White Bear Bay, and nearly north from Ramea Columbe, are two small harbours, called *Red Island Harbours*, formed by Red Island, which lies close under the land. The westernmost is the largest and best, and has from 6 to 8 fathoms water, good anchorage. In going in, keep the island close on board, the outer part of which is composed of steep red cliffs.

THE BURGEO ISLES.—There are a cluster of islands extending about 5 miles along shore, and forming several snug and commodious harbours. They lie about 3 leagues N.W. by N. from Ramea Columbe. To sail into Burgeo from the eastward, the best passage is on the N.E. side of Boar Island, which is the northernmost, and lies N.N.W. from Ramea Columbe. S.E. by S. from this island half a league, is a rock, uncovered at low water, on which the sea generally breaks; you may go on any side of this rock, the water being deep all round it: so soon as you are to the N.W. of it keep the north side of Boar Island on board, and steer W. $\frac{1}{2}$ N. for Grandy's Cove, the north point of which is the first low point on your starboard bow; haul round that point, and anchor in the cove in 14 fathoms, and moor with a fast on shore. The best place for large ships to anchor in is, betwixt Grandy's Cove and a small island lying near the west point of Boar Island, in 20 or 24 fathoms good ground, and sheltered from all winds. To sail into Grandy's Cove from the westward is dangerous, unless well acquainted: there are several safe passages in from the southward and eastward, between the islands, and good anchorage; and in bad weather, all the sunken rocks discover themselves, and you may run in any without fear; but the islands do not afford either wood or water.

WOLF BAY extends inwards N.E. by E. 1 league; the entrance is E.N.E. 2 miles from Boar Island, and two miles to the westward of Red Island Harbour; the east point of the entrance is composed of low rugged rocks, off which is a sunken rock, at a distance of a quarter of a mile from shore, over which the sea breaks in bad weather. Near the head of the bay is tolerably good anchorage, and plenty of wood and water.

KING'S HARBOUR lies round the west point of Wolf Bay, and runs in N.E. by E. three quarters of a mile; before its mouth is a cluster of little islands. To sail in, keep the east point of these islands on board, and steer N. by W. and North for the entrance of the harbour, anchoring under the east shore in 9 fathoms.

On the south side of the islands before King's Harbour, and nearly north 1 mile from Boar Island, is the entrance into the *Ha-Ha*, which runs in W.N.W. 1 mile, and is about a quarter of a mile broad, with from 20 to 10 fathoms water, and good ground all over. Over the south point of the entrance into this harbour is a high green hill: and a cable's length and a half from the point is a sunken rock that always shews itself. Over the head of the *Ha-Ha*, is Richard's Head, a mark for running upon Ramea Shoal.

About 4 miles to the westward of the Burgeo Isles is the Great Barrysway Point, which is low, white, and rocky; and E.N.E. $\frac{1}{2}$ E. half a league from this point is the west entrance into the Great Barrysway, wherein is room and depth of water for small vessels. Between the Burgeo Isles and the Great Barrysway Point, are several sunken rocks, some of which are half a league from the shore.

CONNOIRE BAY.—N.W. $\frac{1}{2}$ N. 4 leagues from the Burgeo Isles, is the east point of the Bay of Connoire: this point is so far remarkable, that it rises with an easy ascent to a moderate height, and much higher than the land within it; the west point of the bay is low and flat, and to the westward of this are several small islands. The bay runs in N.E. by N. about a league from the east point to the middle head, which lies between the two arms, and is half a league wide, with 14, 12, 10, and 8 fathoms close to both shores, good anchorage, and clear ground, but open to S.W. winds. The N.E. arm affords shelter for small vessels from all winds. To sail in, keep nearest the starboard shore, and anchor before a small cove on that side, near the head of the arm, in $3\frac{1}{2}$ fathoms; towards the head of the arm on the north-western side, is a bank of mud and sand, upon which a vessel may run, if necessary, and receive no damage.

THE BAY OF CUTTEAU lies about 2 leagues to the westward of Connoire; its depth will admit small vessels only. Round the west point of Cutteau is Cinq Serf, wherein are a number of islands, which form several small snug harbours. Right off Cinq Serf, about half a league from the shore, is a low rocky island, westward of which is the safest passage into the largest harbour; keep near this rock, steering E.N.E. $\frac{1}{2}$ E. towards the south eastern shore, until you get abreast of a small woody island; this is the easternmost except one, and lies about a quarter of a mile E.N.E. from a white rock in the middle of the channel; haul short round this island, and anchor behind it in 7 fathoms water, here you will lie safely, sheltered from all winds, or you may go further up, and anchor at its head in 4 fathoms.

Four miles to the westward of the rocky island of Cinq Serf, is the harbour of **GRAND BRUIT**, which is small but commodious; and may be known by a very high remarkable mountain over it, half a league inland, which is the highest land on all the coast: down this mountain runs a considerable brook, emptying itself by a cascade into the harbour. Before the mouth of the harbour are several little islands, the largest of which is of middling height, with three green hillocks on it. A little outside of this island is a round rock, rather high above water, called the Columbe of Great Bruit; and a quarter of a mile to the southward of this rock, is a low rock: in a direct line between the low rock and the rocky isles of Cinq Serf, half a league from the former, is a sunken rock, whereon the sea does not break in fine weather. The safest passage into Grand Bruit is to the north eastward of this rock, and of the islands lying before the harbour, between them and the three islands (which are low and lay under the shore); and, after you are to the northward of the sunken rock above mentioned, there is no danger but what shews itself. The harbour extends N.N.E. half a mile, and is but a quarter of a mile wide in the broadest part; but it is bold-to on both sides, and a depth of from 4 to 7 fathoms.

BAY OF ROTTE.—To the westward of Grand Bruit, between it and La Poile Bay, lies the Bay of Rotte, wherein are a great many islands and sunken rocks. The southernmost is a remarkable high round rock, called the Columbe of Rotte, which lies N.W. by W. $8\frac{1}{2}$ leagues from the southernmost of the Burgeos. Between this island and Grand Bruit is a reef of rocks, some above and some under water, but they do not lie to the southward of the direct line between the islands.

Within the islands of Rotte there is shelter for shipping: the safest passage in is to the westward of the islands between them and Little Ireland, which lies off the east point of La Poile Bay.

LA POILE BAY.—This bay is large and spacious, and has several commodious harbours. It may be known by the high land of Grand Bruit, which is only 5 miles to the eastward of it; and likewise by the land on the east side of the bay, which rises in remarkably high craggy hills. About $1\frac{1}{4}$ mile S.W. from its east point lies Little Ireland, a small low island, environed with sunken rocks, some of which are one-third of a mile off: north, about half a mile from Little Ireland, is a sunken rock that shews itself at low water, this is the only danger in going into the bay, excepting such as lie very near the shore.

Two miles within the west point of the bay, and N. $\frac{1}{2}$ W. 2 miles from Little Ireland, is Tweeds, or Great Harbour; its south point is low, and it extends inwards W.N.W. 1 mile; it is about $1\frac{1}{2}$ cable's length wide in the narrowest part, and the anchorage is near the head of the harbour, in 18 or 20 fathoms, clear ground, and sheltered from all winds. Half a mile to the northward of Great Harbour, is Little Harbour, the north point of which, called Tooth's Head, is the first high bluff head on the west side of the bay; the harbour extends inwards W.N.W. about a mile. In sailing in, give the south point a small berth. You may anchor about half way up the harbour, in 10 fathoms water, before the stage which is on its northern side.

GALLY BOY'S HARBOUR lies on the east side of the bay, opposite Tooth's Head; it is small, snug, and convenient for ships bound to the westward. The north point is high and steep, with a white spot in the cliff, and near its southern point are some hillocks close to the shore. To sail in or out, keep the north side on board. You must anchor so soon as you are within the inner south point, in 9 or 10 fathoms, good ground, and sheltered from all winds. One mile to the northward of Gally Boy's Harbour, between two sandy coves on the east side of the bay, and nearly 2 cable's length from the shore, is a sunken rock, that just uncovers at low water.

BROAD COVE is about 2 miles to the northward of Tooth's Head, on the same side of the bay. In this there is good anchorage in 12 or 14 fathoms.

The **N.E. ARM** lies about 2 leagues up the bay, on the eastern side; it is a spacious, safe, and commodious harbour. In sailing in, give the low sandy point on the S.E. side a small berth, and anchor above it where convenient, in 10 fathoms water, good holding ground, sheltered from all winds, and very convenient for wood and water.

INDIAN HARBOUR and **DE PLATE** lie just within the outer west point of La Poile Bay; these are two small coves, conveniently situated for the fishery, but fit only for small vessels, which may get in at high water.

LITTLE IRELAND bears from the southernmost of the Burgeo's N.W. by W. $\frac{1}{2}$ W. $9\frac{1}{2}$ leagues, and lies nearly 11 leagues to the eastward of Cape Ray.

GARIA BAY.—From Little Ireland to Harbour la Coue, and La Moine Bay, the course is W.N.W. $\frac{1}{2}$ W. 9 or 10 miles; between lies the bay of Garia, and several coves, fit only for small vessels; before these there are several islands, and sunken rocks scattered along the

shore, but none of them lie without the above course. In bad weather, all the sunken rocks discover themselves. To sail into Garia Bay, you will, in coasting along shore, discover a white head, this is the south point of an island, lying under the land, off the eastern point of the bay, and a little to the westward of two green hillocks on the main: bring this white point N.N.E. and steer directly towards it; keep between it and the several islands that lie to the W.S. westward: from the white point, the course into the bay is N. by W. borrow toward the eastern point, which is low. The bay of Garia affords plenty of timber large enough for building of ships.

LA MOINE AND LA COUE HARBOURS.—The S.W. point of the entrance into Harbour la Coue, called Rose Blanche Point, (near to which are some rocks above water,) is tolerably high, and the land near the shore over Harbour la Coue and La Moine Bay is much higher than any other land in the vicinity: by this they may be known. La Moine Bay extends inwards N.E. $\frac{3}{4}$ E. about 4 miles, and is one quarter of a mile broad in the narrowest part. Off the east point are some small islands, and rocks above water. In sailing in, keep the west point on board, until you have entered the bay; then edge over towards the east shore, and run up to the head of the bay, where you may anchor in 10 or 11 fathoms, good ground: here is plenty of wood and water.

To sail into Harbour la Coue, which lies at the west entrance into La Moine Bay, steer in N.N.W. between a rock above water, in the mouth of the harbour, and the west shore; so soon as you are within the rock, haul to the westward into the harbour, and anchor in 6 or 8 fathoms water, mooring with a hawser on shore; or you may steer into the arm, which runs in N.E. by E. from the harbour, and anchor in 20 fathoms, sheltered from all winds. This has been the resort of the small fishing vessels for many years.

To the westward of Rose Blanche Point, is the harbour of the same name; it is small and snug, and the anchorage is in 9 fathoms water. The channel into the harbour is between the island lying off its western point, and Rose Blanche Point; give the island a good berth, on account of some sunken rocks which lie on its eastern side, and keep the west side of the small island which lies close to the point on board, anchoring within the N.E. point of this island in 9 fathoms. To enter into the N.W. part of the harbour would be dangerous, if a stranger, because of its numerous islands and rocks.

MULL FACE is a small cove 2 miles to the westward of Rose Blanche Point, wherein is anchorage for small vessels in 4 fathoms. Off the west point of the cove are two small islands, and several sunken rocks; the passage in is to the eastward of these.

Seven miles to the westward of Rose Blanche Point are the Burnt Islands, which lie close under the shore, and are not easily to be distinguished from it; behind these is shelter for small vessels. Off these islands are sunken rocks, some of which are half a mile from the shore.

Six miles to the westward of Rose Blanche Point, is Conney Bay and Otter Bay, both of which are rendered difficult of access by several sunken rocks outside the passage, which do not shew themselves in fine weather; but when once you are safe within Otter Bay, there is good riding in 7, 8, and 9 fathoms water.

W.N.W. $\frac{3}{4}$ W. nearly 4 leagues from Rose Blanche Point are the Dead Islands, which lie close under the shore; in the passage to Dead Islands Harbour, between the islands and the main, is good anchorage for shipping in 6 or 8 fathoms, sheltered from all winds; but it is very dangerous of access to strangers, as there are several sunken rocks in both the east and west entrances. The eastern entrance can be known by a remarkable white spot on one of the islands; bring this spot to bear N. by W. and steer in for it, keeping the starboard rocks on board, and leave the white spotted island on your larboard side. The western entrance may be recognized by a high point on the main, a little to the westward of the islands, on the western part of which point is a green hillock; keep this point close on board, until you get within a little round rock, near to the westernmost island, at the eastern point of entrance; then haul over to the eastward for the great island, distinguished by a high hill, and steer E. $\frac{3}{4}$ N. keeping the before-mentioned little rock in sight.

PORT AUX BASQUE.—From the Dead Isles to Port aux Basque, the course and distance are W.N.W. about 4 miles; between lie several small islands close under the shore, and there are sunken rocks, some of which are half a mile from the shore. Port aux Basque is a small commodious harbour, which lies about $2\frac{1}{2}$ leagues to the eastward of Cape Ray. To fall in with it, bring the Sugar-Loaf Hill over Cape Ray to bear N.N.W. $\frac{1}{2}$ W., or the west end of the Table Mountain N.N.W. Steer in for the land with either of these marks, and you will fall directly in with the harbour: the S.W. point, called Point Blanche, is of a moderate height, and of white appearances; but the N.E. point is low and flat, and has close to it a black rock above water. In order to avoid the outer shoal, on which are three fathoms, and which lies E.S.E. three quarters of a mile from Point Blanche, keep the said point on board, and bring the flag-staff which is on the hill, over the west side of the head of the harbour, on with the S.W. point of Road Island; that direction will lead you in the middle of the channel, between the east and west rocks, the former of which always show themselves, and these you leave on your starboard hand: continue this course up to Road Island, and keep the west point on board, in order to avoid the Frying-pan Rock, which stretches out from a cove on the west shore, opposite the island.

So soon as you are above the island, haul to the E.N.E. and anchor between it and Harbour Island wherever you please, in 9 or 10 fathoms, good ground, and sheltered from all winds: this is called the Road or Outer Harbour, and is the only anchoring place for men of war, or ships drawing a great depth of water, but small vessels always lie up in the Inner Harbour. To sail into it, run in between the west shore and the S.W. end of Harbour Island, and anchor behind the said island in 3 or 4 fathoms. In some parts of the harbour ships can lay their broadsides so near to the shore as to reach it with a plank. This place has been frequented by fishermen for many years, it is well situated for their purposes, and is capable of most excellent accommodations; 1 mile to the eastward of Basque is Little Bay.

GRAND BAY lies about 2 miles to the westward of Port aux Basque; there are several small islands and rocks in and before it, the outermost of which are not above a quarter of a mile from the shore, on these the sea generally breaks: it is only fit for small vessels.

From Port aux Basque to Point Enragée, the bearing and distance are W.N.W. about a league, and thence to Cape Ray N.N.W. nearly $1\frac{1}{2}$ league. Point Enragée is low; off it, and to the eastward of it, are some sunken rocks a mile from the shore, on which the sea breaks.

CAPE RAY is the S.W. extremity of Newfoundland, situated in latitude $47^{\circ} 37' N.$ and longitude $59^{\circ} 17' W.$ The land of the cape is very remarkable; near the shore it is low, but 3 miles inland is a very high table mountain, which rises almost perpendicular from the low land, and appears to be quite flat at the top, excepting a small hillock on the S.W. point of it. This land may be seen, in clear weather, from the distance of 16 or 18 leagues. Close to the foot of the table mountain, between it and the point of the cape, is a high round hill, resembling a sugar-loaf, (called the Sugar-loaf of Cape Ray,) whose summit is a little lower than that of the table mountain; and to the northward of this hill, under the table mountain, are two other conical hills, resembling sugar loaves, which are not so high as the former; one or other of these sugar-loaf hills are, from all points of view, seen detached from the table mountain.

There is a sandy bay between Cape Ray and Point Enragée, wherein ships may anchor with the winds from N.N.W. to East, but they should be cautious not to be surprised here with S.W. winds, which blow directly in, and cause a great sea. The ground is not the best for holding, being fine sand. Towards the east side of this bay is a small ledge of rocks, 1 mile from shore, on which the sea does not break in fine weather. The best place for large ships to anchor in is, to bring the point of the cape N.W. and the high white sand-hill in the bottom of the bay N.E. in 10 fathoms water. Small vessels may lie farther in. Be careful not to run so far to the eastward as to bring the end of the table mountain on with the sand-hill, in the bottom of the bay, by which means the ledge of rocks before mentioned will be avoided.

N.W. $\frac{3}{4}$ W. nearly 1 mile from the point of the cape, is a small ledge of rocks, called the Cape Rocks, whereon the sea always breaks; and one mile to the northward of the cape, close under the land, is a low rocky island; there is a channel between the ledge and the cape, with 14 and 15 fathoms water, and also between it and the island with 4 and 5 fathoms; but the tides, which run here with great rapidity, render it unsafe for shipping.

The soundings under 100 fathoms do not extend above a league from the land to the southward and eastward of the cape, nor to the westward and northward of it, except on a bank which lies off Port aux Basque, between 2 and 3 leagues from the land, whereon are from 70 to 100 fathoms, good fishing ground. S.E. $\frac{1}{2}$ S. about 13 leagues from Port aux Basque, in the latitude of $47^{\circ} 14'$ min. north, is said to be a bank, whereon are 70 fathoms.

THE TIDES.—Between Cape Chapeau Rouge and Cape Ray, in all the bays, &c. the tide generally flows till 9 o'clock, on full and change, and its perpendicular rise is about 7 or 8 feet on springs: but it must be observed, that the tides are every where greatly influenced by the winds and weather. On the coast, between Cape Chapeau Rouge and St. Pierre, the current sets generally to the S.W. On the south side of Fortune Bay, it sets to the eastward, and on the north side to the westward. Between Cape La Hune and Cape Ray, the flood sets to the westward in the offing very irregularly; but generally

two or three hours after it is high water by the shore. The tide or current is inconsiderable, excepting near Cape Ray, where it is strong, and at times sets quite contrary to what might be expected from the common course of the tides, and much stronger at one time than at another: these irregularities seem to depend chiefly on the winds.

SECT. III—WEST COAST OF NEWFOUNDLAND.

CAPE RAY TO COW HEAD.

THE ISLAND OF ST. PAUL lies W.S.W. $\frac{1}{2}$ W. 14 leagues from Cape Ray, and E.N.E. $\frac{1}{2}$ E. 4 leagues from the North Cape of Breton Island: it is about 5 miles in compass, including the islet at its N.E. end, with three high hills upon it, and deep water close to all round: hence it may be safely passed on either side. It lies in latitude $47^{\circ} 11' N.$ long. $60^{\circ} 4' W.$

CAPE NORTH is a lofty promontory at the N.E. extremity of Breton Island, in latitude $47^{\circ} 3' N.$ and longitude $60^{\circ} 19' W.$ The entrance into the Gulf of St. Laurence is formed by this cape and Cape Ray, and the latter bears from the former E.N.E. $\frac{1}{2}$ E. distant $18\frac{1}{2}$ leagues. The depth of water between, excepting near the Island of St. Paul, is generally above 200 fathoms.

CAPE RAY, as we have already stated, is the S.W. extremity of Newfoundland: the land is remarkable, the shore being low, while at the short distance of 3 miles inland, there is a high table mountain, which rises nearly perpendicular from the low land, and appears to be quite flat at the top, excepting a small hillock on the S.W. point of it: this land may be seen in clear weather, 16 or 18 leagues.

CAPE AUGUILLE, which is distant N. $\frac{1}{2}$ E. 17 or 18 miles from Cape Ray, is the northernmost point of land you can see, after passing to the westward of Cape Ray; it is high table land, and covered with wood, in the country above it. Between the high land of the two capes the coast is low, and the shore forms a bay, wherein are the great and little rivers of Cod Roy; the northernmost is the great river, which has a bar-harbour fit to admit vessels of 8 or 10 feet draught only at high water. The shore may be approached between the two capes to half a league, there being no danger so far off. It is a good salmon fishery, and for building small vessels and boats, there being timber in abundance.

THE ISLAND OF COD ROY lies $1\frac{1}{2}$ or 2 miles to the southward of Cape Auguille, close under the high land; it is a low, flat, green island, of nearly 2 miles in compass, in the shape of a horse-shoe, forming, between it and the main, a small snug bar-harbour for vessels of 10 or 12 feet draught; the safest entrance to it is from the southward.

COD ROY ROAD lies south-eastward from the island, wherein is very good anchorage for shipping, in 8, 7, or 6 fathoms, on a clay bottom. With the south point of the island bearing about W.N.W. and the point of the beach on the inside of the island, at the south

entrance into the harbour, on with a point on the main to the northward of the island, you will lie in 7 fathoms, and nearly half a mile from the shore; 1 league to the southward of Cod Roy Island is a high bluff point, called Stormy Point, off which a shoal stretches out a full mile; this point covers the road from the S.S.E. winds, and there is good anchorage all along the shore, between it and the island.

ST. GEORGE'S BAY.—From Cape Auguille to Cape St. George, the course and distance are N.N.E. $\frac{1}{2}$ E. nearly 12 leagues: these two capes form the Great Bay of St. George, which extends inwards E.N.E. 18 leagues from the former, and E.S.E. 11 leagues from the latter; at the head of this bay, on the south side, round a low point of land, is a good harbour, with excellent anchorage in 8, 10, or 12 fathoms water: the river St. George empties itself into the head of this bay, but it is not navigable for any thing but boats. On the north side of the bay, before the isthmus of Port-a-Port, is good anchorage in 7 or 8 fathoms, with northerly winds: from off this place a fishing bank stretches two-thirds across the bay, with from 7 to 19 fathoms water on it, dark sandy bottom.

CAPE ST. GEORGE lies in latitude $48^{\circ} 28'$ north; it may be readily known not only by its being the north point of the Bay of St. George, but also by the steep cliffs on the north part of it, which rise perpendicularly from the sea to a considerable height; and by Red Island, which lies 5 miles to the north eastward of the cape, and half a mile from the shore: this island is about $1\frac{1}{2}$ mile in length, and of a middling height; the steep cliffs around it are of a reddish colour: there is anchorage with off-shore winds under the N.E. end of the island, before a sandy cove on the main, which lies just to the northward of the steep cliffs, in 12 or 14 fathoms, you will there ride, covered from the S.W. winds by the island, and from the southerly and easterly winds by the main land, but there is no shelter whatever with winds from the North or N.W. although this place was heretofore much resorted to by vessels in the fishing trade.

From abreast of Red Island, distant 4 or 5 miles, to Long Point, at the entrance into the bay of Port-a-Port, the bearing and distance are E. by N. 7 or 8 leagues: from Red Island to Guernsey Island, in the mouth of the bay of islands, E.N.E. $\frac{1}{2}$ N. nearly 16 leagues: from Red Island to Cape St. Gregory, N.E. by E. full 20 leagues; and from Red Island to Point Rich, which is the north point of Ingonachoix Bay, N.E. $\frac{1}{2}$ E. $48\frac{1}{2}$ leagues.

PORT-A-PART.—The land between Red Island and the entrance into Port-a-Port is rather low, with sandy beaches, except one remarkable high hillock, called Round Head, close to the shore, about 2 leagues to the E.N. Eastward of Red Island; but up in the country, over Port-a-Port, are high lands; and if you are 3 or 4 leagues off at sea, you cannot discern the Long Point of land which forms the bay: this bay is capacious, being about 5 miles broad at the entrance, and 4 leagues deep, running in to the South and S. Westward, with good anchorages in most parts of it. Long Point is the west point of the bay; it is low and rocky, and a ledge of rocks extends from it E.N.E. nearly a mile. S.E. by E. $\frac{1}{2}$ E., 4 miles from Long Point, and half a league from the east shore, lies Fox Island, which is small, but of middling height; from the north end of this island a shoal stretches out nearly 2 miles to N.N. Eastward,

called Fox's Tail; and, nearly in the middle of the bay, between Fox Island and the west shore, lies the Middle Ground, on one place of which, near the S.W. end, there is not above 3 or 4 feet water. From the head of the bay, projecting out into the middle of it, is a low point, called Middle Point, off which, extending 2 miles N.E. by N. is a shoal spit, part of which dries at low water; this Middle Point divides the bay into two parts, called East and West Bays.

From the head of the East Bay over to the Bay of St. George, the distance is a large quarter of a mile; this isthmus is very low, and has a pond in the middle of it, into which the sea frequently dashes over, especially at high tides, and with gales of wind from the southward. On the east side of it is a tolerably high mountain, rising directly from the isthmus, and flat at top: to the northward of this, and at about 5 miles distance from the isthmus, is a conspicuous valley, or hollow, hereafter to be used as a mark. N.E. by E. $\frac{1}{2}$ E. above 2 leagues from Long Point, and half a league from the shore, lies Shag Island, which appears at a distance like a high rock, and is easily to be distinguished from the main; and W.N.W. about a league from it lies the middle of Long Ledge, which is a narrow ledge of rocks stretching E.N.E. and W.S.W. about 4 miles; the eastern part of them is above water, and the channel into the bay of Port-a-Port, between the west end of this ledge and the reef which stretches off from the west point of the bay, is a league wide.

In sailing in, if coming from the S. Westward, advance no nearer to the Long Point of the bay than $1\frac{1}{2}$ mile, until you have brought the valley, in the side of the mountain before mentioned, (on the east side of the isthmus) over the east end of Fox Island, or to the eastward of it, which will then bear south a little easterly; you will then be clear of the Long Point Reef, and may haul into the bay with safety, but if coming from the N.E. without the Long Ledge, or turning into the bay, in order to keep clear of the S.W. end of Long Ledge, bring the isthmus, or the foot of the mountain, (which is on the east side of the isthmus,) open to the westward of Fox Island, nearly twice the breadth of the island, and it will lead you into the bay clear of Long Ledge; and when Shag Island is brought on with the foot of the high land on the south side of Coal River, bearing then E. $\frac{1}{4}$ S. you will be within the Long Ledge; there is also a safe passage into the bay, between the Long Ledge and the main, on either side of Shag Island, and taking care to avoid a small shoal of $2\frac{1}{2}$ fathoms, which lies W. by N. 1 mile from the island.

To sail up into the West Bay and Head Harbour, keep the western shore on board; this shore is bold-to. In turning between it and the Middle Ground, stand no nearer to the Middle than into 8 fathoms; but you may stand to the spit of the Middle Point into 6 or 5 fathoms. The anchorage in West Bay is in about 8 fathoms, and in Head Harbour in about 5 fathoms. The West Road lies before a high stone beach, about 2 miles south-westward of Long Point, where you may lie very secure from westerly and N.W. winds, in about 10 or 12 fathoms water: this beach is steep-to, and forms an excellent place for landing and drying your fish; there is a good place at the northern end of Fox's Island, for the same purpose. The whole bay and the adjacent coasts abound with cod, and extensive fishing banks lie all along the coasts.

The East Road lies between Fox Island and the east shore ; to sail up to it, you should keep the high bluff head, which is about a league to the E.N.E. of the island, bearing to the southward of S.E. by E. $\frac{1}{2}$ E. until the isthmus is brought to the eastward of Fox Island ; you will then be within the shoal called the Fox's Tail, and may haul to the southward, and anchor any where between the island and the main, in from 10 to 18 fathoms.

To sail up the East Bay, pass between the island and the east shore, and after you are above the island, come no nearer to the main than half a mile, until you are abreast of a bluff point above the island, called Road Point, just above which is the best anchorage with N.E. winds, in about 12 fathoms water ; and to sail up the East Bay between the Middle Ground and the Fox's Tail, bring the said bluff point on with the S.W. point of Fox Island ; this mark will lead you up in the fair way between the two shoals ; give the island a berth, and anchor as before directed, in from 8 to 12 fathoms water.

BAY OF ISLANDS.—From the Long Point at the entrance of Port-a-Port to the Bay of Islands, the bearing and distance are N.E. by E. 8 leagues. Be careful to avoid the Long Ledge ; the land between is of considerable height, rising in craggy barren hills, directly from the shore. The Bay of Islands may be known by the many islands in the mouth of it, particularly the three named Guernsey Island, Tweed Island, and Pearl Island, which are nearly of equal height with the land on the main. If you are bound for Lark or York Harbours, which lie on the S.W. side of the bay, and are coming from the southward, run in between Guernsey Island and the South Head, both of which are bold-to ; but with southerly and S.W. winds approach not too near the South Head, lest calms and sudden gusts of wind should proceed from the high land, under which you cannot anchor with safety. There are several channels formed by the different islands, through which you may sail in or out of the bay, there being no danger but what shews itself, excepting a small ledge of rocks, which lie half a mile north-eastward from the northern Shag Rock, and in a line with the two Shag Rocks in one. If you bring the south Shag Rock open on either side of the North Rock, you will go clear to the eastward or westward of the ledge. The safest passage into this bay from the northward, is between the two Shag Rocks, and then between Tweed Island and Pearl Island.

LARK HARBOUR.—From Guernsey Island to Tortoise Head, which is the north point of York Harbour, and the S.E. point of Lark Harbour, the course and distance are nearly S.S.W. 6 miles : Lark Harbour extends inwards W.S.W. nearly 2 miles, and is one-third of a mile broad in the entrance, which is the narrowest part : in sailing into it with a large ship, keep the larboard shore on board, and anchor with a low point on the starboard side, bearing W.N.W., N.N.W., or N.N.E. and you will ride in 6 or 7 fathoms water securely from all winds.

YORK HARBOUR lies W.S.W. nearly 1 league from Tortoise Head : there is good turning room between the Head and Governor's Island, which lies before the harbour ; but you must avoid a shoal which runs off from a low beach point on the west end of Governor's Island, called Sword Point ; there is also a shoal which spits off from the next point of Governor's Island, which must also be avoided : Tortoise

Head just touching Sword Point will lead clear of it: in sailing in, give Sword Point a berth, passing which, the best anchoring ground is in 10 fathoms, along a sandy beach on the main, with Tortoise Head open of Sword Point: West and N. Westerly winds blow here with great violence.

HARBOUR ISLAND lies at the entrance of the river Humber, and S. by E. $\frac{1}{2}$ E 7 miles from Guernsey Island; at its S.W. point is Wood's Harbour, which is unfit for shipping. The River Humber, at about 5 leagues within the entrance, becomes narrow, and the stream is so rapid in some places, for about 4 leagues up to a lake, that it is with great difficulty that even a boat can stem the current. The banks of this river are well clothed with timber, and formerly a great salmon fishery was carried on here.

The **NORTH** and **SOUTH ARMS** are both long inlets, with very deep water up to their heads. On the east side of Eagle Island, between the North and South Arms, is anchorage in 8, 10, or 12 fathoms water. Under the north side of Harbour Island also is good anchorage with S.W. winds; and opposite to the S.E. end of Harbour Island, on the south side of the bay, is Frenchman's Cove, wherein is good anchorage in from 20 to 12 fathoms. The Bay of Islands was formerly much frequented by vessels in the cod fishery, and stages were erected at Small Bay, which lies a little on the outside of South Head; and the large beach on Sword's Point, in Governor's Island, is an excellent place for drying the fish.

From the North Shag Rock to Cape St. Gregory, the course and distance are nearly N.E. 8 miles; and thence 13 or 14 miles, on a similar bearing, will carry you to the entrance of Bonne Bay. The land near the shore from the north Shag Rock to Cape St. Gregory is low, along which lie sunken rocks, a quarter of a mile from the shore; but a very little way inland it rises into a high mountain, terminating at top in round hills.

CAPE ST. GREGORY is high, and between it and Bonne Bay the land rises directly from the sea-shore to a considerable height: it is the most northerly land you can discern when you are sailing along shore between Red Island and the Bay of Islands.

BONNE BAY.—This bay may be known, at the distance of 4 or 5 leagues, by the land about it; all that on the S.W. side of the bay being very high and hilly, and that on the N.E. side, and thence along the sea-coast to the northward, being low and flat; but at about one league inland, is a range of mountains which run parallel with the sea-coast. Over the south side of the bay is a very high mountain, terminating at top in a remarkable round hill, very conspicuous when you are at the northward of the bay. This bay extends inwards E.S.E. nearly 2 leagues, then branches into two arms, one of which runs in to the southward, and the other to the eastward; the southern arm affords the best anchorage; small vessels should ride just above a low woody point at the entrance into this arm, on the starboard side, before a sandy beach, in 8 or 10 fathoms water, about a cable's length from the shore; there is no other anchorage in less than 30 or 40 fathoms, excepting at the head of the arm, where there are from 25 to 20 fathoms water: in sailing into the East Arm, keep the starboard shore on board; and a little way round a point at the entrance, will be found

a small cove, with good anchorage in 17 to 20 fathoms, but you must moor to the shore.

There is a snug cove also close within the North Point, with anchorage in 6 or 7 fathoms water: in sailing in or out of Bonne Bay, with W.S.W. winds, come not near the weather shore, lest you should happen to be becalmed, or should meet with heavy gusts of wind; as the depth of water is too great to admit of your anchoring.

Ten miles to the northward of Bonne Bay is Martin Point, high and white, off which, about three-quarters of a mile, is a small ledge of rocks, whereon the sea breaks. Broom Point is low and white, and lies about a league to the northward of Martin Point; about half a mile W.S.W. from it lies a sunken rock that seldom shews itself; on the north side of Broom Point lies the Bay of St. Paul, wherein vessels may anchor with off-shore winds, but it is quite exposed to the sea.

COW HEAD lies about 4 miles to the northward of the Bay of St. Paul: this is a promontory, which has the appearance of an island, it being joined to the main only by a very low and narrow neck of land: about three-quarters of a mile off this head lies Steering Island, which is low and rocky, and is the only island on the coast between the Bay of Islands and Point Rich. Cow Cove lies on the south side of Cow Head, and ships may lie there in from 7 to 10 fathoms, sheltered from northerly and easterly winds. Shallow Bay lies on the north side of Cow Head, and has water sufficient for small vessels; at the N.E. side of the entrance is a cluster of rocky islands, extending E.N.E. and W.S.W., and at the W.S.W. side are two sunken rocks close to each other, which generally shew themselves; they lie a cable's length from the shore, and there is a channel into the bay on either side of them. Steering Island lies right before this bay, which you may pass on either side, but come not too near its N.E. end, as there are some sunken rocks extending from it. This is considered the best situated for a fishery on all the coast, and the ground about its environs are eminently productive.

COW HEAD TO CAPE NORMAN.

INGORNACHOIX BAY.—Point Rich, the northern point of Ingornachoi Bay, is distant about 50 miles N.E. from Steering Island; all the way between Shallow Bay, and the south point of Ingornachoi, the coast forms nearly a straight line without creek, cove, or shelter from seaward, though vessels may here and there anchor, with land winds.

About 6 leagues from Steering Island, half a mile inland, stands Portland Hill, so called from its resemblance to the Bill of Portland; the appearance of this hill continues the same from whatever point it is viewed.

Keppel Island lies at the entrance of Ingornachoi, and though at a distance it appears joined to the main land, yet there is a passage on either side of it. In sailing into Port Saunders, the inland will be left on the starboard side, and when you are half a mile within the entrance, anchor in 12 or 14 fathoms. Vessels proceeding to the head of the harbour, must keep the larboard shore on board, to avoid a ledge of

rocks that lies near the mid-channel. Port Saunders, which lies with Hawkes Harbour within and to the eastward of Ingornachioix Bay, is considered the best harbour for vessels bound to the southward.

HAWKES HARBOUR.—The entrance to this harbour is to the southward of Keppel Island; the starboard shore is shoal, and has a sand bank, which stretches along the land, running out two thirds of the passage over, and great part of which dries at low water. The course in is E.S.E. keeping nearer the island than the main, until the eastern end of the former, a low sandy beach, bears N.E. by N. or N.N.E. then steer S.S.E. $\frac{1}{2}$ E. for a small island you will see, situated further up the harbour; keeping the larboard shore well on board, run direct for this island, and when you have brought the point at the south entrance of the harbour to bear N.N.E. $\frac{1}{2}$ N., and are at the S.S.E. point of a bay on the starboard side of the harbour, you will then be beyond the shoal ground, and may anchor in 12 fathoms water; or else run within half a mile of the small island, and anchor there, which will be more convenient for both wood and water. This is the best harbour for ships bound to the northward. The land round about these harbours is generally low, and covered with wood: you may occasionally anchor outside, in the Bay of Ingornachioix, according as you find the prevailing winds.

POINT RICH, in lat. $50^{\circ} 40' 10''$ N., and long. $57^{\circ} 23'$ W. is the south-western point of a peninsula, which is almost surrounded by the sea, being every where of moderate height, and projecting further to seaward than any other land on this side of Newfoundland, the coast from thence, each way, taking an inward direction.

PORT AU CHOIX.—Rounding Point Rich, on its northern side, you will meet with Port au Choix, small, but yet capable of admitting a ship of burthen, mooring head and stern; to sail in you should keep the starboard shore on board, and anchor just above a small island lying in the middle of the harbour. In this place, and also in Boat Cove, which lies a little to the N. Eastward, there are several stages and places for drying fish.

OLD PORT AU CHOIX lies to the eastward of Boat Cove; it is a small but safe harbour, having at its entrance an island called Harbour Island, and on its western side some rocks, both above and under water: there is also another island lying E.N.E. $\frac{1}{2}$ N., distant nearly a mile from Harbour Island, about which are several rocks, some of which stretch out towards Harbour Island, and render the passage very narrow between them; there are 4, 5, 6, and 7 fathoms water between Savage Island and the main, and 4 and 5 fathoms between Savage Island Rocks and Harbour Island, and nearly the same depth between Harbour Island and the western shore.

To sail into Old Port au Choix, on the western side of Harbour Island, you must keep the island close on board; but to go in on the eastern side of the island, give the N. Eastern point of the island a berth, and having well entered, you may anchor any where on the larboard side of the harbour, only avoiding the starboard side, for a shoal of sand and mud runs all along it.

BAY OF ST. JOHN.—This is an open and extensive bay, bounded by Point Rich to the southward, and Point Ferolle to the northward, having several islands within it, and some sunken rocks; the largest of these islands is St. John's, about $2\frac{1}{2}$ miles in length, and $1\frac{1}{2}$

broad; this lies E.N.E. distant $8\frac{1}{2}$ miles from Point Rich; on its S. Western side is a small harbour well calculated for the cod fishery, but too much exposed for shipping, as S. Westerly winds commonly drive in a heavy sea. On the S. Eastern, or inner side of the island, and between it and One Head Island, vessels may lie much more secure, in 14 or 16 fathoms water, and sheltered from most winds; and this is considered to be the only safe anchorage in the whole bay. West from St. John's Island one large mile is Flat Island, having a rock above water at its southern end; the channel between St. John's and Flat Island has from 13 to 25 fathoms in it, and they are both bold-to: the Twin Islands lie N.E. by N. from Flat Island distant one league, and have no danger about them. To the westward of the Twins are several scattered rocks above water, named the Bay Islands; they have deep water around them, but no anchorage. The land at the bottom of the bay is very high, and there is the little river of Castors, the entrance to which is dangerous and shallow, therefore seldom frequented. From the northern point of this bay a rocky shoal extends all the way to Point Ferolle, stretching out $2\frac{1}{2}$ miles from the shore.

POINT FEROLLE lies N.E. by E. from Point Rich, distant 22 miles; it is of moderate height, and joined to the main by a neck of land, which divides the Bay of St. John's from New Ferolle Bay, making it appear like an island when seen from a distance; its northern shore is bold-to, and this part of the coast will easily be known by the adjacent table land of St. John's, the west end of which mountain lies from the middle of Ferolle Point S. by W., and its eastern end S. E. $\frac{1}{4}$ S.

NEW FEROLLE BAY is a small cove lying to the eastward of the point, and is quite flat all over, there being not more than 2 and 3 fathoms at any part; it is quite open to the northerly winds, has a stage on each side of it, with plenty of room for others.

ST. MARGARET'S BAY is large, and has several islands within it, also various inlets or coves, affording good anchorage, particularly on its western side, which is the best situation for ships, being most clear of danger, and convenient for wooding and watering; on its banks are spruce and fir trees in plenty, and many rivulets of fresh water. Dog Island is to the eastward of Point Ferolle full 3 miles, and only divided from the main at high water; it is higher than any land near it, which gives it the appearance, when seen from the eastward, of an island situated at some distance from the main.

OLD FEROLLE.—Ferolle Island lies about 5 miles to the eastward of Dog Island. This island lies parallel to the shore, and forms the harbour of Old Ferolle, which is very good and safe: the best entrance to it is at the S.W. end of the island, passing to the southward of a small island in the entrance, which is bold-to: as soon as you are within it, haul up E.N.E. and anchor under the S.W. end of Ferolle Island, in 8 or 9 fathoms, good ground, quite land-locked. There is also good anchorage any where along the inside of the island, and a good channel up to the N.E. end thereof. There are some little islands lying at the N.E. end of Ferolle Island, and on the outside are some ledges of rocks a small distance off.

BAY OF ST. GENEVEIVE.—From the north end of Ferolle Island to St. Geneveive Head the course is E.N.E. $4\frac{1}{2}$ miles, and

thence to the west end of Currant Island it is N. Eastward about 3 miles. There are several small islands lying in and before this bay, only two of which are of any considerable extent. The afore-mentioned Currant Island is the northernmost of the two, and the largest; it is of a moderate height, and when you are to the E.N.E. of it, the western point will appear bluff, but not high; and when you are to the westward of it, it appears flat and white. The other, called Gooseberry Island, lies nearly a mile to the southward of it, and its west point bears from the west point of Currant Island S.S.W. $\frac{1}{2}$ W. nearly a mile. Gooseberry Island has a cross on its S.W. end, from which point stretches out a ledge of rocks, near half a mile to the southward; there is also a shoal about half a mile to the W.S.W. from the S.W. point of Currant Island. The best channel into this bay is to the southward of these islands, between the rocks which stretch off them and a small island lying S.S.W. from them (which island lies near the south shore); in this channel, which is very narrow, there are not less than 5 fathoms at low water, and the course is E. by S. southerly, until you come the length of the afore-mentioned island, passing which you should haul to the southward, and bring St. Geneveive Head between the small island and the main, in order to avoid the middle bank. You may either anchor behind the small island in 5 or 6 fathoms water, or proceed farther, with the said mark on, until the S.W. arm is open, and anchor in the middle of the bay, in 7 or 8 fathoms water. Here is wood and water to be had. There is tolerable good anchoring in most parts of the bay; but the snugest place is the S.W. arm; the entrance to it is narrow, and has only 4 fathoms at low water. In coming into the bay, if you get out of the channel on either side, you will shoalen your water immediately to 3 or 2 fathoms.

BAY OF ST. BARBE.—From the west end of Currant Island to St. Barbe Point, it is E. by N. $2\frac{1}{2}$ miles, and from St. Barbe Point to Anchor Point, it is N.N.E. nearly $1\frac{1}{2}$ mile. Between them lies the Bay of St. Barbe; it runs in S. by E. about 2 miles from Anchor Point. To sail in, give Anchor Point, and all the east side of the bay, a good berth, to avoid the sunken rocks which lie along that shore; you must be well in before you can discover the entrance into the harbour, which is but narrow; then steer south, keeping in the middle of the channel, and anchor as soon as you are within the two points, in a small cove, on the west side, in 5 fathoms water, on sand and mud, quite land-locked. Near this place branch out 2 arms or rivers, one called the south, and the other the east; the latter has 3 fathoms a good way up, but the former is shoal. Between the S.W. point of the bay and west point of the harbour is a cove, wherein are sunken rocks which lie a little without the line of the two points: in the open bay are 7, 8, or 9 fathoms; but the N.W. winds cause a heavy sea to fall in here, which renders it unsafe.

SEAL ISLANDS.—From Anchor Point to the extremity of the Seal Islands, the course is N.E. $\frac{1}{2}$ E. one league; off Anchor Point a ledge stretches itself W. by S. about one-third of a mile; there are no other dangers between it and the Seal Islands but what lie very near the shore. The Seal Islands are white and rocky, and must not be approached but with care on their north and western sides, because there are some sunken rocks near them.

From the N.W. Seal Island, to the N.W. extremity of Flower

Ledge, it is N.N.E. near 2 miles; part of this ledge appears at low water, and there are 10 fathoms close on its off-side.

From the north part of Flower Ledge to Grenville Ledge, it is about $1\frac{1}{2}$ mile E. by S. and Grenville Ledge lies about two-thirds of a mile W. by N. from the eastern point of Mistaken Cove, between which and Seal Islands lies also Nameless Cove and Flower Cove, neither of which are fit for ships.

Close to the eastward of Mistaken Cove is Savage Cove, which has a little island in its entrance, and is only fit for small vessels and boats. Sandy Bay lies 2 miles eastward from Savage Cove, where small vessels may ride in 3, or 4 fathoms water, with the wind from E. to S. W.

GREEN ISLAND.—About E.N.E. 5 large miles from Sandy Bay is Green Island; between them, at 3 miles distance W. $\frac{1}{2}$ S. from Green Island, is the north extremity of Double Ledge, which extends nearly two-thirds of a mile from the shore, and has only 8 or 9 feet water on it. Green Island lies about three-fourths of a mile from the main, is two-thirds of a mile in length, very low and narrow, and agreeable in colour to the name it bears; from the east end of it a ledge of rocks extends three fourths of a mile to the eastward, on which the sea breaks in bad weather. There are 4 or 5 fathoms water in the channel between the island and the main, where ships may anchor if necessary. To go in from the westward keep the island close on board for the deepest water, which is 4 fathoms; and going in from the eastward keep the main on board. From this island to the opposite part of the Coast of Labrador, called Castles or Red Cliffs, which is the narrowest part of the Strait of Belle Isle, the distance is about $3\frac{1}{2}$ leagues, and they bear from each other N.N.W. and S.S.E.

From Green Island to Boat's Head it is E. $\frac{1}{2}$ N. 8 leagues; between there is no shelter on the coast, but to the south-eastward of Boat's Head is a cove, called Boat Harbour, where small vessels and boats may lie very secure, except with N.E. winds.

Cape Norman lies E. 4 miles from Boat's Head, and is the northernmost point of land in Newfoundland, as already stated.

TIDES.—The tides flow at the full and change of the moon as follows: at New and Old Ferolle, till a quarter after eleven o'clock; in the Bays of Geneveive and St. Barbe at half after ten, and at Green Island until nine. Spring tides rise 7 feet, neaps 4 feet. In the Bay of Pistolet it flows till three quarters after six, and in Noddy Harbour and Griquet until a quarter after five: spring tides rise 5 feet, neaps about 3. Before Quirpon, in settled weather, the tide sets to the southward 9 hours out of the 12, and stronger than the northern stream. In the Strait of Belle Isle, the flood, in the offing, sets to the westward two hours after it is high water on the shore; but in blowing weather, this stream is subject to many alterations.

In crossing the Straits of Belle Isle from Quirpon to Chateau Bay, your soundings will be irregular, from 20 to 30, and in some places, from 30 to 38 fathoms. In the stream, or middle of the strait, you will find 25 and 35 fathoms, coarse sand and broken shells, and towards Chateau Bay 45 to 80 fathoms; within a mile of the Labrador Coast are 35, 30, and 25 fathoms. To the northward, between Belle Isle and St. Peter's Bay, there are 59, 86, 90, 96, 65, and 30 fathoms.

SECT. IV.—COAST OF LABRADOR.

YORK POINT TO SANDWICH BAY.

YORK, OR CHATEAU BAY.—This bay lies about 16 miles N.W. $\frac{3}{4}$ N. from the south western point of Belle Isle, and 8 leagues N. $\frac{3}{4}$ W. from the Harbour of Quirpon; it may easily be known by two very remarkable hills, situated on Castle and Henley Islands, which lie at the entrance of the bay; these rocky hills appear flat at the tops, and the steep hills around them have the appearance of castle walls; the islands form the eastern side of the entrance to the bay, while the Capes York and Temple are to the westward; but as the mariner may not be able to discover the above hills at a distance, because of the high land behind, the better marks will be, to observe that all the land to the westward is of a high and uniform figure, terminating at the west side of the bay with a conspicuous nob or hillock, while the land to the eastward of Chateau Bay is hilly and broken, having many islands near the shore; while to the westward there are none.

In sailing into Chateau Bay, leave Castle and Henley Islands on your starboard side, keeping Point Grenville, distinguished by a beacon, on with the western point of Henley Island; this point is a smooth black rock, having a little dark rock just above water near to it. Having kept this mark on until abreast of Whale Island, you will avoid the middle rock of 6 feet, lying nearly midway between the east of that island and the black point of Henley, by hauling close to the latter; or you may borrow towards Whale Island, but go not too near, as it here runs off shallow and flat.

PITT'S HARBOUR.—Having advanced so far as to open the narrow channel into Temple Bay, with a view of proceeding up to Pitt's Harbour, you must haul to the westward until the outer point of Castle Island comes a little open of Whale Island, which will lead into the harbour. Pitt's Harbour is spacious, clear from danger, and well sheltered from all winds: here you may ride in 10 or 14 fathoms, with plenty of timber and other convenience for fishing. There is also a narrow passage into this harbour, to the northward of Henley Island, having a depth of 3 fathoms.

SEAL ISLAND lies about a mile to the eastward of Henley Island, and $3\frac{1}{2}$ miles further is Duck Island; between these are Goose and Bad Bays, but they are both full of rocks, above and below water, and open to easterly winds.

ST. PETER'S ISLANDS are a cluster of barren rocks lying 6 miles to the eastward of Seal Island; within them is a good place of anchorage, called St. Peter's Bay, but it is exposed to the south and south-east.

CAPE CHARLES lies to the north-eastward of St. Peter's Island; it makes with a high hill, steep to seaward, and sloping down inland; so that when you are to the westward to Chateau Bay, it has the appearance of an island. Cape Charles Island lies S.E. by E. $\frac{1}{4}$ E. about $1\frac{1}{2}$ mile from the cape: it is moderately high, having several small rocks eastward and westward of it.

From St. Peter's Islands to Charles Island the course is E.N.E. $\frac{1}{2}$ E. 14 miles: between these lies Niger Sound, an inlet about 6 miles deep, and having several small islands before it. To enter the sound these may be passed either to the north or south, steering in about N. by W. the anchorage being on the north side of the sound in 9 fathoms.

CAPE CHARLES HARBOUR.—From the north point of Cape Charles Island into Cape Charles Harbour, the course is N.W. $\frac{3}{4}$ N. and the distance 4 miles. This harbour is formed by Eyre and Little Carabou islands on the east and N.E. sides, and by the main on the S.W. side: in it there is very good anchorage from 17 to 22 fathoms water, on a muddy bottom. You may sail into it on either side of Centre Island, but the best passage is between it and Little Carabou.

From Cape Charles Island to the Battle Islands, the course is E.N.E. $\frac{1}{4}$ N. and the distance $4\frac{1}{2}$ miles. This course will carry you to the eastward of the rocks which lie a large mile to the eastward of the northernmost Battle Island, which island is high and round at top.

From the northernmost Battle Island to the River Islands the course is N.W. $\frac{1}{4}$ W. distance 6 miles. To the Westward of Pocklington Island (which is one of the River Islands) there is anchorage for vessels in 30 or 35 fathoms water, on muddy bottom. Vessels may pass to the southward of these islands up the river St. Lewis.

From the south point of Pocklington Island to CUTTER HARBOUR, the course is W. $\frac{3}{4}$ S. distance one mile. In this harbour is tolerable good anchorage for small vessels.

From the northernmost Battle Island to the entrance of the river St. Lewis, the course is N.N.W. $\frac{3}{4}$ W. 7 miles; thence the course up the river is N.W. $\frac{1}{4}$ W. 5 miles; then N.N.W. $\frac{1}{2}$ W. 8 miles to Woody Island. At about 4 miles up from the entrance is very good anchorage, and continues so until you get up as high as Woody Island; but above the island there are several shoals. The north point of the river is low land for about 2 miles up, then the land on both sides is rather high and woody; at the head of the river is very fine wood of different kinds, such as birch, fir, juniper, and spruce. The river seems to be well stored with salmon.

ST. LEWIS SOUND lies 1 mile to the northward of the north point of St. Lewis River; it runs up W. by N. 3 miles, at the head of which is very good anchorage, but care must be taken to avoid a shoal which stretches off from a sandy beach on the larboard side, at about 2 miles within the entrance.

DEER HARBOUR.—From the northernmost Battle Island to the entrance of Deer Harbour, the course is N.N.W. $\frac{1}{2}$ N. distance $2\frac{1}{2}$ leagues. This is a very good harbour, in which you may anchor in from 10 to 18 fathoms water, secure from all winds. There is not the least danger in sailing in, and the best anchorage is at the back of Deer Island, called also Marnham Island. Port Marnham is formed by the east end of Marnham Island and the main to the northward and eastward of it. From the northernmost Battle Island to Cape St. Lewis, the course is N. $\frac{1}{4}$ W. and the distance 5 miles. This cape is high ragged land, $1\frac{1}{2}$ mile to the N.W. of which lies Fox Harbour, which is but small, and only fit for small vessels, but seems to be very convenient for a fishery.

POINT SPEAR.—From Cape St. Lewis to Point Spear is about $6\frac{1}{2}$ miles N.E. $\frac{1}{4}$ N. Between, at the distance of 4 miles from the former, is Petty Harbour, which runs in about $1\frac{1}{2}$ mile N.W. by N. but is very narrow at the entrance.

About 3 miles N.W. by N. from Point Spear is the entrance of a bay which branches off into three harbours; namely, Sophia Harbour, Port Charlotte, and Mecklenburg Harbour, in either of which there is good anchorage, and well sheltered from all winds: a large plan of them is on the plate.

From Point Spear to St. Francis Island, the course is nearly N. and the distance 6 miles; between them is the entrance of Alexis River, in which are several anchoring places.

About W. $\frac{1}{4}$ S. nearly 2 miles from St. Francis Island is Merchantman Harbour, on the east end of Denbigh Island; it is small, and the depth is from 15 to 7 fathoms.

FISHING SHIP HARBOUR.—From St. Francis Island to the northernmost Fishing Island the course is N.N.E. $\frac{1}{4}$ N. and the distance 3 miles. The Fishing Islands are three in number, the two northernmost of which are connected by a beach, which with the main forms Fishing Ship Harbour, where ships may lie land-locked secure from all winds, in from 14 to 5 fathoms water. The entrance is to the southward, on either side of the southern Fishing Island.

Between Fishing Islands and Granby Island to the southward is the northern entrance into Gilbert's River; but the southern entrance, between Denbigh Island and the main, is the widest: there is also an entrance between Denbigh and Granby Islands. Six miles N. by W. $\frac{1}{4}$ W. from the northernmost Fishing Island, and 16 miles N. by W. $\frac{1}{4}$ W. from Point Spear, is Cape St. Michael, which is high and steep towards the sea.

About $2\frac{1}{2}$ miles to the southward of Cape St. Michael, is the entrance of Occasional Harbour, which runs in W.S.W. nearly 2 miles, with a depth of from 30 to 10 fathoms.

CAPE ST. MICHAEL lies in the latitude of $52^{\circ} 47'$ N. and besides being high and steep towards the sea, may be known by a large bay which forms to the northward of it, having a number of large and small islands in it. The largest of these islands, called Square Island, lies in the mouth of the bay, is $3\frac{1}{2}$ miles long, and is very high land.

ST. MICHAEL'S BAY.—The best anchorage for small vessels in St. Michael's Bay, is on the south side; that is, keep Cape St. Michael's shore on board, then keep along the south side of the first island you meet with, which is called Long Island, till you are nearly as far as the west end of it, where you may anchor in from 12 to 20 fathoms, land-locked, and may work out to sea again on either side of Long Island.

From Cape St. Michael to the entrance of Square Island Harbour, the course is N.N.W. $3\frac{1}{2}$ miles; in the entrance lies a small isle of a moderate height, to the westward of which is the best passage into and out of the harbour, there being only 2 fathoms water in that to the eastward of it.

The N.E. point of Square Island is a high round hill, and makes, in sailing from the southward, like a separate island, being only joined by a low narrow neck of land. N.N.W. distance 1 league from this point, lies the entrance into Dead Island Harbour, which is only

fit for small vessels, and is formed by a number of islands. Between these islands and Cape Bluff there is a passage out to sea.

CAPE BLUFF lies distant 8 miles from Cape St. Michael, and is very high land, ragged at the top, and steep towards the sea. These capes form the bay of St. Michael, in which are several arms well stored with wood.

CAPE BLUFF HARBOUR is small, and only fit for small vessels. To sail into it, keep Cape Bluff shore on board till you come to a small island, then pass to the eastward of it and anchor.

From Cape Bluff to Barren Island the course is north, distance 1 league; and from the south point of this island to Snug Harbour, the course is west, distance $1\frac{1}{2}$ mile. This is but a small harbour, but in it there is very good anchorage in 26 fathoms water, and no danger in sailing in or out.

One mile to the northward of Barren Island lies Stoney Island; and within these islands on the main, lies Martin and Otter Bays, in the northernmost of which is very good anchorage and plenty of wood, and no danger but what shows itself.

DUCK HARBOUR.—On the west side of Stoney Island is Duck Harbour, which is very good for small vessels. Large vessels may anchor between the west point of Stoney Island and Double Island, in 20 or 24 fathoms water, and may sail out to sea again, on either side of Stoney Island, in great safety.

HAWKE ISLAND lies 1 mile to the northward of Stoney Island. Within Hawke Island lies Hawke Bay, which runs to the westward 2 leagues, and then branches into two arms, one running to the W. by S. 2 leagues, and the other N.W. by W. 5 miles; these arms are well stored with wood. After you are within Pigeon Island there is very good anchorage quite to the head of both arms.

On the south side of Hawke Island lies Eagle Cove, wherein is very good anchorage for large vessels, in 30 or 40 fathoms water: small vessels may anchor at the head in 7 or 8 fathoms. On the main within Hawke Island, about 5 miles to the E. by N. of Hawke Bay, lies Caplin Bay, in which is very good anchorage, and plenty of wood at the head.

PARTRIDGE BAY lies $4\frac{1}{2}$ miles to the northward of Hawke Island. In this bay is very good anchorage, but difficult of access, unless acquainted, by reason of a number of small islands and rocks which lie before the mouth of it. The land hereabout may be easily known. The south point of the bay is a remarkable high table hill and barren; and all the land between this hill and Cape St. Michael is high, but the land to the northward of it is low.

SEAL ISLANDS.—From Cape St. Michael to the southernmost of the Seal Islands the course is N.E. $\frac{1}{2}$ N. 9 leagues; and from thence to Round Hill Island the course is N. by E. and the distance $11\frac{1}{2}$ miles: this island is the easternmost land on this part of the coast, and may be known by a remarkable high round hill on the west part of it.

From Round Hill Island to Spotted Island the course is N.N.W. $\frac{1}{2}$ N. distance $1\frac{1}{2}$ league. From Spotted Island the land trends away to the N.W. and appears to be several large islands.

From the southernmost Seal Islands to White Rock the course is N.N.E. $\frac{1}{2}$ E. about 5 miles. From this rock the course into Shallow Bay is W. $\frac{1}{2}$ S. distance 4 miles. There is tolerable good anchorage

in this bay, and no danger except a small rock which lies off a cove on the larboard hand, and about one-third of the bay over; this rock is uncovered at low water. There is very little wood in this bay.

From White Rock to Porcupine Island the course is N.N.W. distant 2 leagues. This island is high and barren, and you may pass on either side of it into Porcupine Bay, where you will have very good anchorage, but no wood.

SANDY BAY lies on the S.E. part of the island of Ponds, and N. $\frac{1}{2}$ W. 5 miles from White Rock; in it is very good anchorage in 10 fathoms water, on sandy bottom, and seems very handy for a fishery, except the want of wood. Between this bay and Spotted Island are a great number of islands and rocks, which render this part of the coast dangerous.

SPOTTED ISLAND is high barren land, and may be known by several large white spots on the east side; is about 3 miles long, and 3 miles broad. The north part lieth in the latitude $53^{\circ} 30' N.$ Within this island, to the westward, lieth Rocky Bay: you may sail into this bay by passing to the northward of Spotted Island, and between either of the islands that lie before the entrance of the bay. There is not any good anchorage in the bay, the ground being mostly rocks, till you are between Level Point and Eagle Island, where you may anchor in 8 or 10 fathoms water, good bottom, taking care to give Level Point a good berth. The best anchorage is on the west side of Eagle Island, in 8 or 9 fathoms water, mud. Passing between Eagle Rocks and Duck Rocks, you may borrow on either to within two-thirds of a cable's length, or may run up and anchor on the south side of Narrow Island, in Narrow Harbour, and be handy for wooding and watering.

From Spotted Island to Wolf Rock, the course is N.N.E. $\frac{1}{2}$ N. 18 miles. This rock just appears above water, and is about 14 miles from the main; there are several islands between it and the main.

Indian Island lies 2 miles to the northward of the entrance of rocky Bay; it is remarkable high land, the western end being highest. Between this island and the main is tolerable good shelter for small vessels, and it appears to be a good place for a seal fishery.

SAND-HILL COVE.—About 4 leagues to the westward of Indian Island, lies Sand-hill Cove, (so called from several sand-hills lying on the south side of the entrance:) in this cove is tolerable good anchorage about half a mile within the entrance, in 3 and 4 fathoms water, sandy bottom. In sailing into the cove take care to give the north point a good berth, there being a ledge of rocks stretching off from the point about a cable's length, and run to the westward along shore for about 2 cables' length.

TABLE BAY.—The south head of this Bay lies 2 leagues to the N. by W. of Sand-hill Cove, and may be known by a remarkable table hill that lieth on the north side of the bay, at about 8 miles within the entrance; this hill may be seen plainly from the Wolf Rock, which lieth N.W. $\frac{1}{2}$ N. $7\frac{1}{2}$ leagues from the entrance of the bay. In the bay, about 4 miles from the entrance, lieth Ledge Island, so called from a ledge of rocks stretching to the westward from the island up the bay for about 2 miles. On the south side of this island is anchorage in 12 or 14 fathoms water, called South Harbour, or you may run higher up and anchor in Table Harbour. On the

north side of the bay, just within Ledge Island, lieth North Harbour; in it is very good anchorage. In sailing up the bay to Table Harbour take care to keep the main close on board, in order to avoid a rock that lieth nearly half way between the ledge off Ledge Island and the main.

The GANNET ISLANDS are a cluster of islands lying from about 7 to 11 miles from the main; the outer one bears N.N.W. $\frac{1}{2}$ W. 10 leagues from the Wolf Rock.

CURLEW HARBOUR lies nearly S.W. of Gannet Islands, and may be known by a round green island lying before the mouth of it. The entrance into the harbour is between this island and a low point of the main to the south-eastward of it, having a small rock above water close to the point: there is no danger in sailing into this harbour. The best anchorage for large vessels is about 1 mile within the entrance, bringing the small rock off the point of the entrance on with the north point of Long Island (which lies about half a league to the N. by W. of Green Island;) they will then lie in 14 or 15 fathoms water, good bottom. Small vessels may run higher up, and anchor in 10 or 7 fathoms water. On the south side of the harbour is a shoal a small distance off shore. There is no wood to be had in this harbour, but plenty of water.

ISTHMUS BAY.—Round the west point of Curlew Harbour lies the entrance into Isthmus Bay: in sailing into it from this harbour, be sure to keep Great Island on board, in order to avoid a shoal that stretches off the point towards the island. There is another passage into this harbour, between the west point and a small bare rock, of a moderate height, that lieth off the south point of Great Island: this passage is narrow, and has 5 fathoms water in it; here is both wood and water to be had.

HARE HARBOUR.—One league to the westward of Great Island lieth Hare Harbour; this is only fit for small vessels, the ground being bad till you are near the head, where you may anchor in $3\frac{1}{2}$ fathoms water, good ground. Hare Island, which lieth before the entrance of the harbour, is high land. The east point of Huntingdon Island lies about 2 miles to the northward of Hare Island, and W.S.W. $\frac{1}{4}$ W. 13 miles from the outer Gannet Island; is of a moderate height, and is in length, from east to west, $6\frac{1}{2}$ miles. There is a safe passage along the south side of this island into Huntingdon Harbour: in it you may anchor from 15 to 5 fathoms water, but the best anchorage is in about 6 fathoms near the island; here you will lay secure from all winds, and be very handy for wooding and watering, there being plenty of both on the island.

SANDWICH BAY.—On the S.W. side of Huntingdon Island lies Earl Island, on either side of which is a passage into Sandwich Bay, which is a very fine one, being 6 or 8 miles broad and 6 leagues deep, having great plenty of wood, and four fine rivers that seem to be well stored with salmon. There is very good anchorage in a cove on the east side of this bay, and on the north side under a high mountain; from the shore at the foot of the mountain, and for about 5 miles to the westward, the soundings stretch off gradually from 5 to 25 fathoms, muddy bottom, and are about 3 miles from the shore. The passage into the bay, on the west side of Huntingdon and Earl Islands, has not been sufficiently sounded to be recommended, though by far the

widest. The passage on the east side of Earl Island is narrow, and has but 2 fathoms water in it. Returning to Chateau Bay, we now proceed to give directions from thence to the Esquimaux Islands, at the entrance of the River St. Laurence.

CAPE YORK TO THE ESQUIMAUX ISLANDS.

GREEN, RED, AND BLACK BAYS.—From York Point, the southern entrance of Chateau Bay, to Barge Point, the course and distance is W. by S. $5\frac{1}{2}$ leagues; from Barge Point to Saddle Island is nearly west 10 miles; between these is Green Bay, a place where small vessels may anchor in 12 fathoms water, but open to the S. Easterly winds.

RED BAY is an excellent harbour, and may always be known by Saddle Island, which lies at its entrance; this island rises up at each end, and sinks down in the middle, somewhat similar to a saddle; there is also a remarkable round hill on the western side of the bay, and opposite to the west end of Saddle Island, which will tend to point out the harbour; the land on the west side of the bay is high, the eastern side rather low, and the head of the bay is high and woody: in sailing into this place there is little danger, the passage is to the westward of Saddle Island, only taking care to give a berth to the rock, which, at a quarter ebb, is above water, and lies off the western point of the main land, and also not to come too near to the inner part of Saddle Island, as a shoal stretches off it about the length of a cable. The western bay lies in to the northward of the western point, and has very good anchorage with westerly winds, but somewhat open to the eastward; there is no passage, except for boats, to the eastward of Saddle Island: vessels coming from the eastward must be careful to go clear of a small rock, which lies about a mile from the two black rocky islets which are at the east end of Saddle Island, and near a mile off the shore: the high round hill at the west side of the bay on with the saddle of Saddle Island, will lead you directly upon the rock, and the sea commonly breaks over it.

BLACK BAY lies to the W.S. Westward, distant 10 miles from Saddle Island; the anchorage here is tolerably good, but too much exposed to the S.E. winds. S.W. by S. from Ship Head, which is the western point of entrance to Black Bay, distant $1\frac{1}{2}$ mile, is St. Modeste Island; it is small and low, but vessels frequently run in to a place within the island, called St. Modeste Bay, and anchor; but this, though occasionally used, cannot be recommended.

WOLF'S COVE, OR L'ANCE DE LOUP.—S.W. by W. from St. Modeste Island, distant $4\frac{1}{2}$ miles, begin some remarkable red cliffs, which continue full 2 miles, and form the eastern point of Wolf's Cove; this is high table land, terminating with steep cliffs towards the sea. The entrance to Wolf's Cove is about 2 miles wide, the two points of the cove bearing from each other S.W. and N.E.; there is good anchorage at the head of this cove in 12 fathoms water, and also on the western side, in Schooner's Cove, where small vessels may lie safely in 7 fathoms, on a bottom of sand.

FORTEAU BAY.—This bay lies 5 or 6 miles to the westward of Wolf's Cove, the shore between them is rather low; it is about 3 miles broad, and runs in nearly the same distance; on the western side, near

the head of the bay, is good riding, in from 10 to 16 fathoms, but exposed to the southward. Off the east point of the bay is a rock, which appears like a shallop under sail; and on the western side of the bay is a fall of water, which, on coming from the eastward, will easily be perceptible. West 7 miles from the western point of Forteau Bay is Island au Bois, and 2 miles westward of that is Green Island; the former of these is of moderate height, and has a good passage round it; it lies in front of Blanc Sablon Bay, where a vessel may occasionally find anchorage; but the ground is loose sand, and will not hold. The channel between Bois and Green Islands is good, and has 11 fathoms water in it; there is a cove on the eastern side of Green Island, where a fishery is sometimes carried on; there is also a passage between Green Island and the main, which leads to Bradore Bay and Harbour; but you should be careful to give Grand Point a good berth in passing, as some sunken rocks lie directly off the point.

BRADORE HARBOUR.—From Green Island to Island of Ledges, the course is nearly north, distant 5 miles; the Harbour of Bradore may readily be known by the land between it and Point Belle's Amour; the point itself is low and green, but about a mile inland, it rises up to high table land: and further inland are three remarkable hills, called our Lady's Bubbies; these are round, and may be seen all along the coast, lying to the N. Eastward about 2 leagues distance from the Island of Ledges; this island is of moderate height, having a great many islets and rocks about it; on its eastern side is Blubber Cove, where small vessels may anchor in 2 and 2½ fathoms. There are two passages into Bradore Harbour, but that to the northward of the Island of Ledges is by no means safe, on account of the number of rocks scattered about it. To enter the eastern passage, you must take care to avoid a small rock, which lies about S.W. by W. a quarter of a mile from the low point on the main, where the houses stand; on this rock the sea commonly breaks, and shows itself at a quarter ebb: on the eastern side, within this rock, is Shallop Cove; from the point above the cove, a shoal stretches off about a cable's length from the shore, and continues nearly the same distance, quite to the head of the harbour.

ESQUIMAUX RIVER AND BAY.—From Point Belle's Amour to the outer Esquimaux Island, the course and distance is W. by S. 10 or 11 miles; N.N.E. about 4 miles from which there is good anchorage, between two high islands, for small vessels; and within these lies the River Esquimaux. From hence to Dog Island, is a chain or cluster of small islands and rocks, the easternmost of which are commonly called the Esquimaux Islands; the middle ones, the Old Fort Islands; and the western ones, the Dog Islands; within these, and on the main land, are various good bays and places of shelter; but the entrances to them are so intricate, narrow, and dangerous, that no person, unless well acquainted, should attempt to navigate a vessel through them; these islands extend from the outer Esquimaux Island nearly 4 leagues, and some of them are full 4 miles from the land.

LITTLE BAY lies W.N.W. about 5 miles from the Dog Islands, in which small vessels may find very good anchorage; nearly a mile to the westward of Little Bay, is the Bay D'Omar; this bay runs up N.E. by N. nearly 3 miles, the land on both sides being very high,

16 fathoms, but the bay is a rock, the western side of the eastward, will reach point of For- of that is Green and has a good bay, where a vessel is loose sand, and in Islands is good, the eastern side of on; there is also which leads to Bradore ve Grand Point a ctely off the point. and to Island of ; the Harbour of een it and Point but about a mile inland are three e are round, and Eastward about this island is of rocks about it; on els may anchor in dore Harbour, but no means safe, on it. To enter the l rock, which lies low point on the commonly breaks, within this rock, shoul stretches off e nearly the same

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the Dog Islands, e; nearly a mile this bay runs up being very high,

but the western shore is the highest; its width is about 2 cables' length, but off the coves it is broader; outside of the eastern point of the bay are 2 small islets, a cable's length from land. This bay has good anchorage, the best place being 2 miles within the entrance, opposite a woody cove, on the west side, where you will lie secure in 14 and 16 fathoms water, with abundance of wood and water. On the west side also, a mile within the entrance, is a remarkable green cove, but this becomes should a short distance from the shore.

From the entrance of the Bay D'Omar to Bowl Island, the course and distance is W.S.W. $\frac{1}{2}$ S. 2 miles; this is a remarkable round island, of moderate height, and lies a mile from the main land; about it, and between Bowl Island and Shecatia, are a great number of islets and rocks, the coast being thereby rendered dangerous to navigate, unless you have a fresh of wind, the rocks will then show themselves by the sea breaking over them.

From Bowl Island to Shecatia, the course is W. by N. about 2 leagues; and 3 miles E.N.E. from Shecatia Island is the Bay of Petit Pene, running in N.N.E. about 5 miles; but this place is scarcely fit for vessels to go into, because the water is too deep, the entrance too narrow, the ground bad, and the whole bay open to the southerly winds.

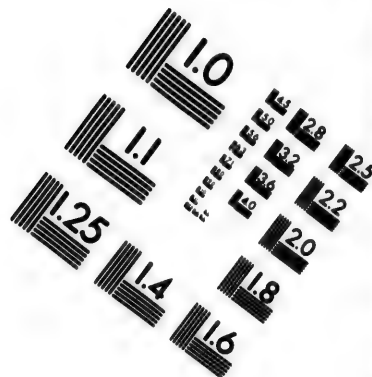
MISTANOGUE BAY lies about 2 miles to the westward of Petit Pene; there is a good channel between the Island Shecatia and the main, and many seals are frequently caught there. Before the entrance to the Bay of Mistanogue, lies an island of the same name; here, between the island and the river, the anchorage is good, with from 15 to 20 fathoms water, the ground holds well, and there is room enough to moor. To go into this road, you should pass round the western end of the island, which is bold-to, or else round its eastern end, and between it and Shecatia; but this latter passage is fit only for small vessels. In the Bay of Mistanogue the anchorage is good up to the very head, the channel is both long and narrow; the island and the main land, at the entrance, has a barren appearance, and is high, but both wood and water may be obtained in the bay.

SHECATICA BAY runs close in to the westward of Mistanogue Island, and extends many miles up the country, its course bending to the northward, and having various branches and turnings, with numerous islands capable of giving shelter to vessels of all descriptions; but these are little frequented, and consequently not well known, besides the passages are too narrow for strangers to attempt the navigation of.

SHAG ISLAND and ROCKS.—Nearly S. W. by W. distant above 2 leagues from the Island of Mistanogue, is the Shag Island and Rocks: the island is small, high, and has a round peaked hill in the middle; to the eastward of it are a number of rocks above water, the outermost lying E.S.E. $\frac{1}{2}$ E. $1\frac{1}{2}$ mile from the island.

CUMBERLAND HARBOUR lies N.N.E. $\frac{1}{2}$ N. about 3 miles from the outer Shag Rocks, and may readily be distinguished by a remarkable high hill on the main land, appearing like a castle at its summit, being a steep cliff, looking like walls; this hill lies N. by W. nearly $3\frac{1}{2}$ leagues from the entrance to the harbour. The outer islands, which form the harbour, are called the Duke and Cumberland Islands; these are moderately high, the eastern one miking in





A resolution test chart featuring various patterns of horizontal and vertical lines of increasing frequency. Each pattern is accompanied by a numerical value indicating its resolution. The values include 1.0, 1.1, 1.25, 1.4, 1.6, 1.8, 2.0, 2.2, 2.5, 2.8, 3.0, 3.2, 3.6, 4.0, 4.5, and 5.0. The chart is used to measure the resolving power of imaging systems.



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two round hills. To enter this harbour there is no danger but what appears above water, except one small rock, which lies south about half a mile from the western head; the entrance to the harbour is a quarter of a mile wide, and the inlet half a mile long; from the eastern head you must steer for the inner point on the western side, and after you reach that point, haul over to the eastward, and anchor in from 20 to 7 fathoms, excellent ground, and room enough for any ships: this is by far the most commodious and best harbour on the coast, and also the easiest of access; fresh water is plentiful, but for wood you must go to Shecatika Bay.

SANDY ISLAND BAY.—N.W. by N. about $2\frac{1}{2}$ miles from Shag Island, is the bay and harbour of Sandy Island; to sail into this, you should pass to the eastward of the Murr Rocks, keeping the starboard point of the bay on board, you will then perceive a small rock above water to the N.N. Westward; this lies off the entrance of the harbour; you may pass on either side of this rock, and then steer in N.N.E. $\frac{1}{2}$ N. for the harbour; there is no other danger: here you will have room enough to moor in 5 or 6 fathoms water, with good ground and safe riding; there is no wood here, but water in plenty.

PORT AND RIVER ST. AUGUSTINE.—The entrance to the Port and River St. Augustine, is between Shag Island and St. Augustine Square; the west island, which is moderately high, the western part being the highest, and quite low in the middle, but not easily to be distinguished at a distance, on account of the islands within it being much higher; a third of a mile to the eastward of this is the East Island, somewhat larger, not quite so high, but even at the summit; between these islands, after passing the Chain and Square Islands, is a safe passage for small vessels to enter this port; and they can anchor between the West and Round Islands, or run on to the northward, pass Round Island, and stop in 6 or 7 fathoms, with plenty of room to moor.

S.W. by W. about half a league from west part of St. Augustine's Island, is a string of small Islands, commonly called St. Augustine's Chain, the outermost of which is a remarkable smooth round rock, and to the westward of this one quarter of a mile are several rocks under water, over which the sea constantly is breaking, some of these are visible at one-third ebb; half a mile W.S.W. from these is a high black rock above water, and between these two is the best passage for large vessels into the Port of St. Augustine: you should steer from this black rock, towards a remarkable low point, which will bear N.N.E. $\frac{1}{2}$ N. until you open the port, then haul in and anchor as before directed; or you may steer up the passage between this point and Round Island, and anchor.

The River St. Augustine is $4\frac{1}{2}$ leagues from the entrance of the port, and lies to the N.N.W. having several islands lying in the passage; but the river is shallow, and only fit for boats to enter; there is a sandy bar across, which dries at low water. Two miles up it divides into two branches, both running to the N.N. Westward for 14 or 15 leagues; wood and water is plentiful.

From St. Augustine's Chain to the bluff head of Great Mecatina Island, the course and distance is W.S.W. 8 leagues and 1 mile; the coast is lined with islands, within and about which are many harbours; the main land, in sailing along this part, from Shecatika to Hu-Ha

Bay, cannot be seen, and the adjacent islands are so high, so numerous, and so near each other, that although there are navigable passages between them, yet you cannot discover their entrances, nor perceive them to be islands, until you get near and are entangled among them.

EAGLE HARBOUR.—This lies at the western end of Long Island, to the eastward of Ha-Ha Bay, and is formed by a cluster of islands, being capable of holding a great number of vessels in security; in it are from 20 to 10 fathoms water, the ground holding well. In order to find out this anchorage, it will be advisable to make for the Great Island of Mecatina, from whence you should shape your course for the Fox Islands, which lie S.S.E. $\frac{1}{2}$ S. one large mile from the westernmost entrance of the harbour; it may also be known by a deep bay to the eastward, without any islands in it, while to the westward there are a great many. But if you intend sailing in to the eastward, you should steer from the Fox Islands N.N.E. $\frac{1}{2}$ E. 2 $\frac{1}{2}$ miles into the bay, when you will observe, to the N.N. Westward of you, a remarkable high island, round which, to the northward, is a safe passage of three fathoms into the harbour, where you will ride in safety, well sheltered from all winds. In the western passage to this harbour there are 2 $\frac{1}{2}$ fathoms; this is, however, a narrow channel, fit only for small vessels, and running in between many small islands.

This part of the coast is very dangerous for any vessel to fall in with, in dark and foggy weather, on account of the infinite number of small low islets and rocks about it, many of the latter being under water, and to avoid which no practical mark can be given; it will, therefore, always be advisable and prudent to keep off the coast to a considerable distance.

HA-HA BAY.—This bay lies on the main, to the westward of Eagle Harbour, and has several small islands at its entrance, forming separate entrances; the best of these is that which lies between Seal Point and Round Island, leaving all the islands on the starboard side; this is a wide and safe passage, having no danger but what is visible. Ha-Ha Bay runs in to the northward about 7 miles, and has many islands at its head, on the starboard side; within these islands, to the eastward, are numerous anchorages, with from 9 to 20 fathoms water; vessels may also occasionally anchor all along the eastern side of the bay in 12 and 14 fathoms, muddy bottom, but on the western side the water is too deep. N.N.W. $\frac{1}{2}$ N. about two miles from the entrance on the west side, is a high bluff head; round this head N.W. by W. half a mile, is a small but safe harbour for small vessels, in which you will have 12 fathoms, good ground; this harbour is formed by an island, on either side of which there is a narrow but safe passage.

LITTLE FISH HARBOUR is to the southward of Ha-Ha Bay, and runs in westerly; it is small and formed by an island covered with wood; you may sail in on either side of the island; but the northern passage is considered to be the better of the two; in the bay to the southward of the island is a ledge of rocks, partly visible at all times. S.E. by E. from the Woody Island lies a rock, on which are only two fathoms at low water. You may anchor in the harbour at the back of this island in 7 or 8 fathoms, and have plenty of room to moor. Off the northern point of the entrance to this harbour, called Seal Point, are two little islands, and a small sandy cove, where a seal fishery is carried on.

Between Fish Harbour and Ha-Ha Bay there is a very remarkable round high hill, making in a peak, which may serve as a land mark to point out either of these places of anchorage.

GREAT MECATINA ISLAND lies 3 miles off the main land, it is $3\frac{1}{2}$ miles long and about 3 miles broad, being the most remarkable land at this part of the coast; it rises up in the middle, which is much higher than either of the ends; its E.N.E. point makes like a bluff head, and round this head to the northward, within a cluster of small islands, there is a cove running in about one mile and a half; in this cove vessels can safely anchor in from 14 to 20 fathoms, good ground, and may obtain both wood and water.

MECATINA HARBOUR is formed behind Mecatina Island on the main; it is safe but small, yet will admit vessels of burthen, there being not less than 3 fathoms, at low water, in either passage to it; but they must moor head and stern, there being no room to moor otherwise. To sail in through the western passage there is no danger, but to sail in through the eastern channel you must observe the following directions. From the eastern point of Mecatina Island steer North towards the main land, keep that close on board until you get the western point of the island on with the point of Dead Cove; this is a small cove on the main, which lies open to the eastward; the land which forms it is very low, with some brushwood upon it; then sail on in that direction until you get above a stony point, which is the north side of the said cove; or until you bring the north point of Gull Island, which is a small island, lying E. by N. distant one mile from Mecatina Island, on with the E.N.E. point of Mecatina Island, you will then be within a spit of rocks which stretches off the island, and must haul over for Mecatina Island, in order to avoid a ledge which runs off from the point of Dead Cove; and when you bring the western passage open, you may anchor in 6 or 7 fathoms water. Vessels coming from the eastward, and bound for the Harbour of Mecatina, in passing to the northward of Gull Island, should be careful either to keep Gull Island or the main land close on board, in order to avoid a sunken rock that lies near half way between Gull Island and the main, on one part of which there is not above 3 feet water. The highest part of the land between Grand Point and Ha-Ha Bay is directly over the Harbour of Mecatina.

THE GRAND POINT OF MECATINA is the extremity of a promontory, which runs out from the main land, it is low at the point, but rises inland, sloping gradually up until it becomes of considerable height; it may easily be recognized by the adjacent islands and rocks which are about it; the nearest is a small low rock, not far from the point; two of these islands are much larger, and rise much higher than the others; and the outermost are small, low, rocky islands, lying $2\frac{1}{2}$ miles off the point. S.E. by E. five miles and a half from the Grand Point, are the Murr Islands and Rocks, and these are the most southerly islands on all the coast. The northernmost Murr Island bears from the other North a little Westerly, distant one mile; they are remarkable objects, being two barren rocks of moderate height, and steep all round. About half a mile E.S.E. from the southern Murr Island, are the two Murr Rocks, both appearing above water, and E. $\frac{1}{2}$ S. from the same island lies a ledge of rocks under water on which the sea generally breaks.

BAY DE PORTAGE.—N.W. by N. from the Murr Islands, distant two leagues, is the Bay de Portage, the land over which makes in a valley, each side being high; at its entrance lies an island of moderate height, which forms the harbour; you may enter on either side of this island, but the eastern passage is fit only for small vessels, there being only 2 fathoms, in some part of it, at low water. The western channel is sufficiently large and safe for any vessel to turn, there being from 6 to 8 fathoms in it; but they must be careful to avoid two sunken rocks, on which are only $2\frac{1}{2}$ fathoms at low water. The northernmost of these lies from Mutton Island S. by W. distant one mile and a half; the southernmost rock bears from the Seal Rocks N.E. $\frac{3}{4}$ N. distant half a mile; they are both bold-to, and vessels may borrow within a cable's length of Mutton Island or the Seal Rocks.

To the westward of the Grand Point of Mecatina until you reach the Islands of St. Genevieve, the easternmost of the Esquimaux Islands, the coast appears unsurveyed. From the Grand Point it runs about W.S.W. 15 leagues to Cape Whittle, skirted by many islands and rocks, some of them lying 7 miles from the land; in coasting along it will consequently be necessary to give it a wide berth.

Vessels entering the Strait of Belle Isle, and being abreast of Chateau Point, distant 7 or 8 miles, or having brought the Red Cliff to bear West, distant 5 or 6 miles, may steer a W.S.W. $\frac{1}{2}$ W. course, and they will go clear of all dangers. When having passed the South-maker's Ledge, which is the outermost reef, distant 7 miles from Cape Whittle, and bringing that cape to bear N. by W. or N. distant 8 miles or more, they may steer W. by N. past Wolf Island, until they see Mount Joli, a high mountain on the main-land; bring that to bear N.W. by N. and a N.W. $\frac{1}{2}$ W. course will take them to St. Genevieve Island.

All the islands along the coast of Labrador have a barren appearance, the outer ones being for the most part small, low, rocky islets, and the inner ones large and high, covered with a sort of green moss; while wood is scarce, and can only be procured in some places.

TIDES.—The course and flowing of the tides along the whole coast are irregular and uncertain, depending much upon the prevailing winds; and when the weather has been settled, high water takes place at Shecatica, on the full and change, about 11 o'clock; and at Mecatina at $\frac{1}{2}$ past 2: the rise of the tides being about 7 feet. At Red Bay, the tide flows full and change at $\frac{1}{2}$ past 9; at Forteau Bay, at 11; and at Bradore, at $\frac{1}{2}$ past 11. Springs rise at those places 7 feet, neaps 4 feet.

COURSES AND DISTANCES.

	Magnetic Bearing.	True distant.
From Grand Point of Mecatina to the Outer Rocks.....	S.S.E. $\frac{1}{2}$ E.	2 $\frac{1}{2}$
The Outer Rocks to the Murr Rocks.....	E.S.E. $\frac{1}{2}$ S.	3 $\frac{1}{2}$
Murr Rocks to Flat Island.....	E.N.E. $\frac{1}{2}$ E.	5 $\frac{1}{2}$
Flat Island to Treble Hill Island.....	N.E. by N.	5 $\frac{1}{2}$
Treble Hill Island to Fox Island.....	N.N.E. $\frac{1}{2}$ N.	9 $\frac{1}{2}$
Fox Island to St. Augustine's Chain.....	E. by N.	15 $\frac{1}{2}$
St. Augustine's Chain to Shag Island.....	E.N.E. $\frac{1}{2}$ E.	7 $\frac{1}{2}$
Shag Rocks.....	E. by N.	9
Shag Rocks to Shecatia Island, east end.....	E.N.E. $\frac{1}{2}$ E.	9 $\frac{1}{2}$
These courses will carry you outside of all the other islands and rocks. Passing within Great Mecatina Island, the courses and distances along shore are—		
From the Outer Rocks to the Bay of Portage.....	N.N.W. $\frac{1}{2}$ N.	4
Mecatina Island, outer point.....	N. $\frac{1}{2}$ E.	4 $\frac{1}{2}$
Mecatina outer point, to Gull Island.....	E. by N.	1 $\frac{1}{2}$
Gull Island to Green Island, Red Bay.....	N.E. $\frac{1}{2}$ E.	3 $\frac{1}{2}$
La Borte Rock.....	E.N.E. $\frac{1}{2}$ N.	4 $\frac{1}{2}$
La Borte Rock to Green Island.....	W. by N.	1 $\frac{1}{2}$
Duck Island.....	N. $\frac{1}{2}$ W.	3 $\frac{1}{2}$
Duck Island to Round Island, Ha-Ha Bay.....	N.E. $\frac{1}{2}$ N.	1 $\frac{1}{2}$
Round Harbour into Little Fish Harbour.....	W. $\frac{1}{2}$ S.	1 $\frac{1}{2}$
Ha-Ha Bay.....	N.E. $\frac{1}{2}$ E.	1 $\frac{1}{2}$
Vessels often taking their departure from the Great Island of Mecatina, the following bearings and distances will be found useful:		
From the Round Head of Mecatina to Mecatina Island.....	W. by N. $\frac{1}{2}$ N.	3 $\frac{1}{2}$
to the Outer Rocks.....	S.W. $\frac{1}{2}$ S.	5 $\frac{1}{2}$
Murr Islands.....	S.S.W. $\frac{1}{2}$ S.	5 $\frac{1}{2}$
Flat Island.....	S. by E.	5 $\frac{1}{2}$
Loon Islands.....	N. $\frac{1}{2}$ E.	4 $\frac{1}{2}$
Round Island, Ha-Ha Bay.....	N.N.W. $\frac{1}{2}$ N.	6 $\frac{1}{2}$
Treble Hill Islands.....	E. $\frac{1}{2}$ S.	3 $\frac{1}{2}$
Double Hill Islands.....	N.N.E.	5 $\frac{1}{2}$
Goose Islands.....	N.E. $\frac{1}{2}$ N.	5 $\frac{1}{2}$
Fox Islands.....	N.E. $\frac{1}{2}$ E.	11 $\frac{1}{2}$
St. Augustine's Chain.....	E.N.E.	25 $\frac{1}{2}$
Shecatia.....	E.N.E.	41 $\frac{1}{2}$

FINIS.